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Vol. 18, No. 7 JANUARY 1976

Transit-Times

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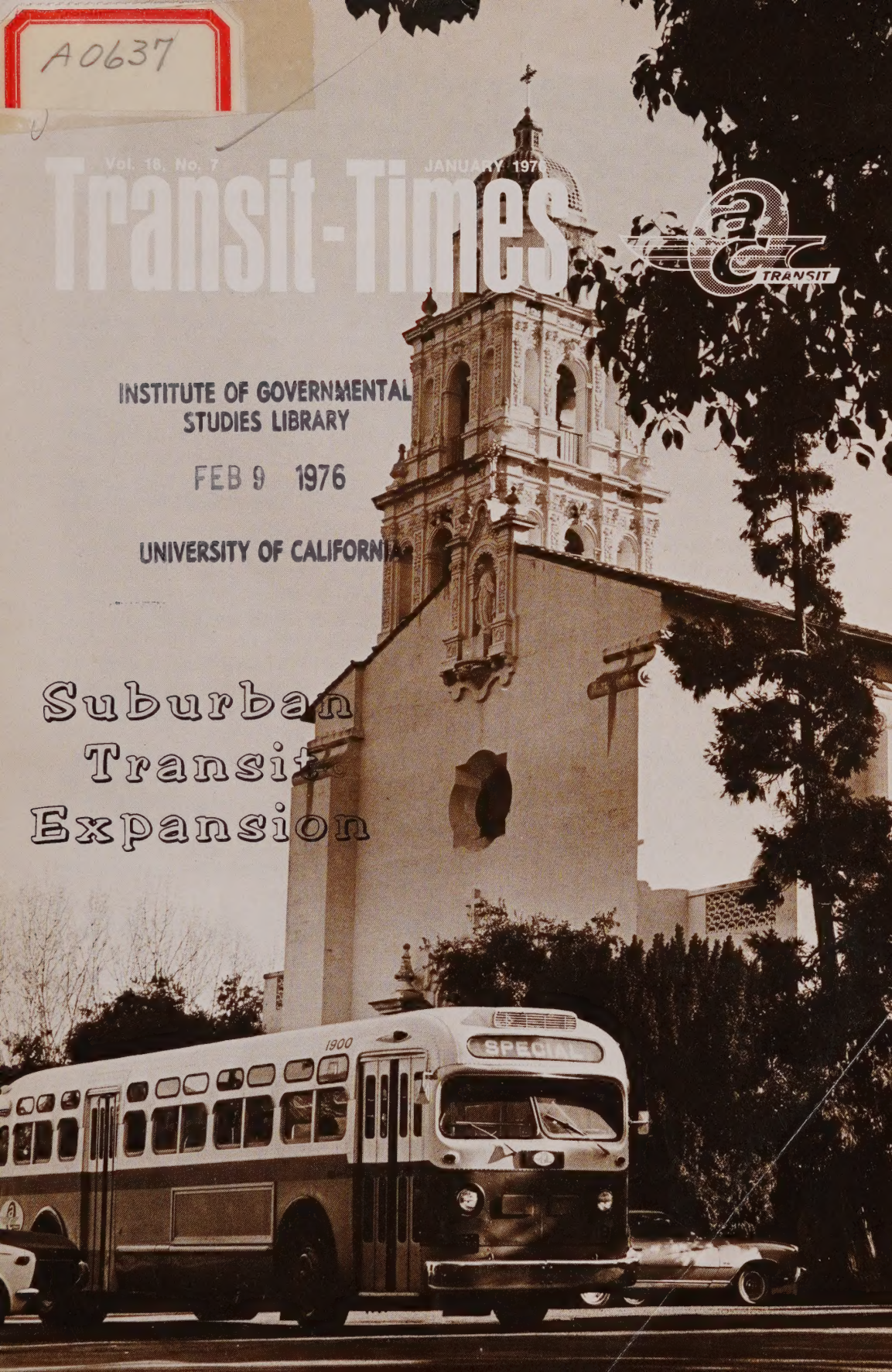
Suburban Transit Expansion



Kimi Fujii re-elected Board president

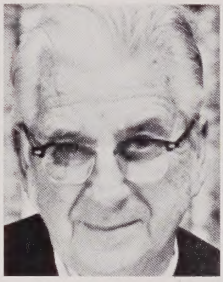
Kimi Fujii of Hayward this month was elected to a second term as president of the Board of Directors.

Kimi Fujii

The first woman member of the Board, Miss Fujii served two terms as vice president prior to her elevation as president in 1975.

John McDonnell of Oakland, a member of the Board since AC Transit was created by voters in November, 1956, was elected for a second term as vice president.

An East Bay businessman and civic leader, McDonnell was board president in 1967 and 1968.



John McDonnell

Miss Fujii was appointed to the Board in April, 1972, to fill out the remainder of the term of the late E. Guy Warren of Hayward.

She campaigned for a full, four-year term and was elected by voters in November, 1974, receiving a substantial majority of votes cast.

Associated with her family's wholesale florist nursery and its retail outlet in Hayward, Miss Fujii is active in a number of community betterment projects.

Small bus price Rises 70 percent

Small buses, sought for neighborhood use in Fremont and Newark, have escalated 70 percent in price in the past 10 months.

Bids on a 25-foot long coach, opened at the Board of Directors meeting Jan. 14, showed Transcoach apparent low bidder with a price of $56,085.58 per bus delivered. Sales tax is not included. Unit price was $55,985.58. Delivery was set at $100.

In April of last year, Transcoach estimated the cost of the new heavy duty bus they were considering at approximately $33,000.

The small bus can seat up to 25 passengers. A standard 35-foot bus, seating 45 passengers, now has a market price of $58,000.

General Manager Alan L. Bingham commented he found the figures "staggering compared to the cost of a larger coach."

Directors referred bids to management for evaluation.

Accountant Bill Madden taken by death

Accountant *William Madden Jr.* died Jan. 13 following a long illness.

Madden, 49, joined the District on Nov. 6, 1952 and rose through various positions in the Finance Department to accountant, which he was appointed on Dec. 1, 1968.

His experience also included serving as accounting supervisor during vacation periods.

Madden resided in Fremont and is survived by his widow, Janice R. Madden.

Two District pensioners also were taken by death in recent weeks.

Retired turnstyle operator *Robert Bray* died of heart failure Jan. 4.

Bray, 83, served for 35 years before entering retirement on June 1, 1958.

A resident of Walnut Creek, Bray is survived by two daughters, Bette J. Chapman and Nadine S. Goodwin.

Retired Driver *Claude L. Masonheimer*, 67, died Dec. 9.

He joined the District on Jan. 7, 1946 and worked until April 1, 1966.

Masonheimer, of Oakland, is survived by his widow, Constance.

PUBLIC transit to BART/Orinda and BART/Lafayette is to begin April 5 with the inauguration of AC Transit service, as indicated by bus touring proposed routes.

Moraga preparations underway

Local bus service for the Town of Moraga has been given the green light.

Service is scheduled to start April 5 and will include two commute routes, one operating from Moraga to BART/Lafayette and the other to BART/Orinda.

Midday service will be provided to BART/Lafayette.

Agreement to operate the service under contract was approved by the Board of Directors Dec. 23. The Moraga Town Council approved the agreement Dec. 17.

THE COVER — AC Transit coach travels projected routing by chapel of St. Mary's College. Students of St. Mary's will be afforded free transportation between campus and BART when new contract service begins April 5.

Moraga buses will run about every 30 minutes during commute hours and every 45 minutes midday.

A two-zone fare structure has been adopted, with regular adult patrons paying 25 cents in the Town of Moraga and additional 25 cents to Orinda or Lafayette.

Senior citizens and the handicapped will ride for 10 cents in the initial zone and 25 cents for the two zones in off-peak hours only.

A 15 cent child fare through age 17 and a 15 cent student fare from 17 through 21 with identification is planned. St. Mary's College students will ride free with student card.

NEW bus service in the suburban community will soon become as familiar as long established orchards in the area.

Number One

MARGARET DESMOND, of Treasury, tops the seniority list of District employees, as she begins her 50th year with AC Transit and its predecessor companies. General Manager Alan L. Bingham presents her with a plaque commemorating the milestone during a party held in her honor.

Appointments drawn from ranks

Emeryville Division has a new assistant superintendent this month, with the appointment of *Charles "Chuck" Sigler.*

Charles Sigler

Sigler, who has held the post of acting assistant superintendent since April, assumed his new position Jan. 1.

Sigler was elevated to the position through the District's affirmative action hiring and promotion process, which involves posting, screening and interviews, both oral and written.

He joined AC Transit June 1, 1963, serving as a bus driver until Aug. 31, 1967 when he became a supervisor.

Sigler lives in Fremont with his wife, Patricia. The Siglers have a daughter, Charlene, and a son, James.

In other promotions effective Jan. 1, three drivers were named transportation supervisors:

• *Roderick Roy Creacy*, who has served in both maintenance and transportation departments during 15 years with the District.

Creacy became a supervisor trainee on May 6, 1973 and resides in Castro Valley with his wife, Leta, and daughters, Kimberly and Lori.

• *Jules J. DePeter*, who has 15 years experience as a operator.

In addition to that experience, DePeter has trained formally for the position since Jan. 10, 1974.

He lives in Emeryville with his wife, Tamera. The DePeters have three children; Dennis, Christine and Julie.

• *Robin D. Little*, who joined AC Transit as a bus driver on May 31, 1972.

He has served as a supervisor trainee since November of 1974.

Little lives with his wife, Carol, in Pleasanton.

Fremont/Newark get Younger coach fleet

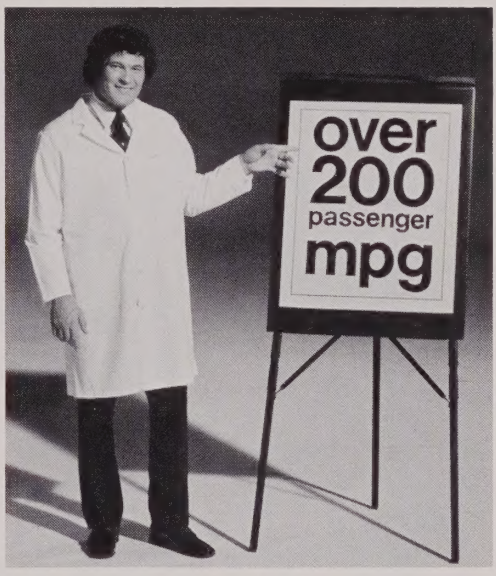
The District's coach fleet for Fremont and Newark is getting younger and younger.

Sixteen newer buses will replace the 1947 model coaches initially assigned to the two communities when service began in late 1974.

The buses were manufactured in 1958 and will provide a smoother ride because of a full air ride suspension system. Additionally, they have a brighter and more pleasant interior for passenger comfort.

Brand new small buses and newly designed larger buses are scheduled for delivery during the year.

GENE Nelson, top, tapes interview while Phil Villapiano rehearses television spot on Burbank sound stage.



Pantyhose or not, He's tops with us

He isn't alluring in pantyhose like Joe Namath, his cologne isn't erotic like George Blanda's, and even his hairdresser doesn't know for sure.

So who is that mystery football star appearing in television commercials promoting AC Transit?

He's hard-driving Raider linebacker *Phil Villapiano*, driving hard this time on District television spots promoting energy-saving mass transit not only to Raider games but for practical transportation all over the East Bay area.

The Villapiano ads are only one part of the District's current saturation media campaign geared toward reaching an economny conscious public.

Both television and newspaper advertisements this year were built around the concept of benefits the District offers which Detroit can't match.

Ads began appearing at the time Detroit unveiled new automobile styles, District advertising spots branching from the theme of public transit's superiority in terms of energy, economy and ecological concerns.

Through the medium of radio, listeners are now hearing promotions from the best possible source — themselves.

The radio spots are comprised of actual on-the-spot interviews of AC Transit riders, all of whom own cars — but have chosen the bus instead.

These interviews were conducted by popular radio personality Gene Nelson of KSFO and currently are being broadcast on most radio stations in the Bay Area.

Villapiano's talents have not been confined to television and football.

He and teammate *Otis Sistrunk* also team up to tackle vandalism on District buses by visiting schools throughout the AC Transit service area, talking to youngsters about unnecessary roughness on public property.

A. E. Archibald, King of Commuters, Taken by death

A. E. Archibald, the "King of Commuters," who used public transportation for 66 years to travel between his Berkeley home and San Francisco, is dead at the age of 91.

Archibald, among the first to use Key Route service when it started in October, 1903, died on Jan. 2, a day after his birthday.

He had been riding the Line F bus from the corner of Hopkins and Sutter Sts. near the Northbrae Tunnel until last July, when he suffered a fall at his home. Although he returned to his office in August, for the first time he had to resort to a car and driver.

A solid booster of public transit, Archibald spent most of his years as a rider with AC Transit and predecessor companies. However, when BART began operations to San Francisco last September, Archibald notified the bus district he would try the train again — after all he began commuting in 1902 from Fruitvale on Southern Pacific steam train and ferry.

His BART experience did not work out, according to his son, J. M. Archibald, and he returned to the Line F bus.

ARCHIBALD enjoys coffee and doughnuts during 1966 recognition of longest commuter.

Former president and board chairman of San Francisco Federal Savings and Loan Company, Archibald continued as a consultant and active banking official until shortly before his death.

Archibald took honors for the longest commuter in February, 1966, after AC Transit launched a survey among passengers.

In the tradition of commuting, he and fellow passengers were served coffee and doughnuts on his San Francisco bus run.

CALTRANS to handle bid procedure For acquiring 'buses that bend in middle'

AC Transit has taken another step forward toward acquisition of 30 articulated buses for service in East Bay cities.

The Board of Directors, at a meeting Dec. 23, authorized CALTRANS in Sacramento to handle the bid procedure for purchase of the buses that bend in the middle. Bid opening tentatively is scheduled for late March.

Ten properties in all have gone together to acquire 305 European-made double buses that can carry more passengers with greater economy.

The buses will be modified for air conditioning, American made seats and will meet United States safety regulations.

The coordinated project of obtaining the double buses was initiated by AC Transit in 1968 resulting from favorable experience with its own articulated bus, the Freeway Train, which went into service in 1966.

'Twas the Season

COMMUTERS at Transbay Terminal were serenaded by District personnel with Christmas carols Dec. 23. Six-year-old Jason Gardiner, whose father, Supervisor Gene Gardiner, emceed, stole the show with a soft-shoe rendition.

Record tally For United Way

AC Transit has set an all-time record in contributions to the United Way Campaign, with 1975 donations 23.6 percent higher than the year previous.

District employees gave $21,104 during the recent campaign, as compared to $17,078 in 1974.

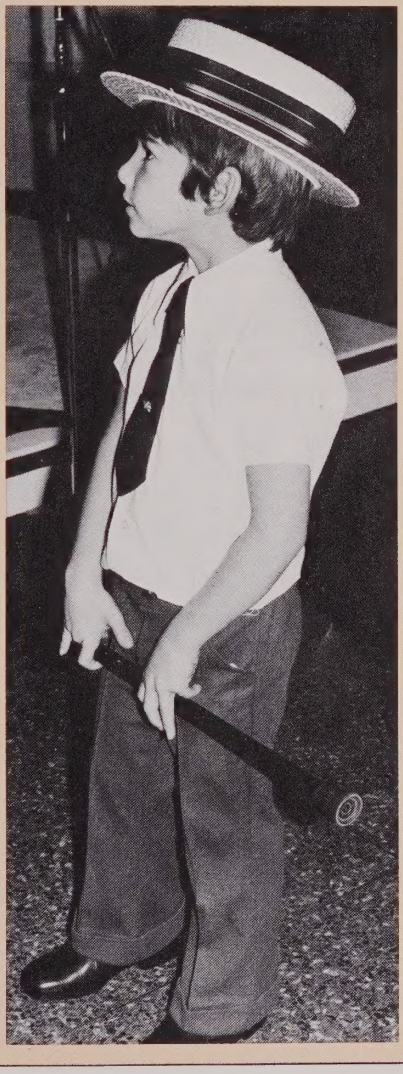
"It's a positive sign that AC Transit employees are recognizing their community responsibilities," Lowell Weight, District United Way chairman, said.

"I want to take this opportunity to thank everyone involved in making the campaign a success and remind them that appropriate plaques will be awarded soon," he added.

The average gift or pledge made in 1975 was $11.51, or 20.8 percent higher than in 1974.

While the number of eligible employees increased only 2.3 percent in 1975, the number of donors increased 8.2 percent.

"Although real progress was made this year, there is still a great deal of room for improvement that can be made in both raising our average gift per donor and achieving 100 percent participation of employees," Weight concluded.



William Smith retires, 42 years

When William L. Smith retired this month, he left behind 42 years of memories. AC Transit lost a professional driver only fourth from the top in seniority.

Smith, 67, began his career with the old Key System on Jan. 9, 1934.

His wife, Leota, recalled the era of Smith's hire — Smith himself is recuperating from a successful eye operation.

"He'd just graduated from Cal with a degree in civil engineering and couldn't find anything close to what he trained for," she added.

"But, you know, he's always loved being a driver and there's never been a bad year. I think it was the best thing that could have happened to him."

Smith was based at Emeryville Division after rising through various jobs from fare collector to night watchman.

The Smiths plan to make the most of retirement through travel.

Another driver joins elite safety club, Joseph Troutt reaches 25-year goal

Joseph H. Troutt last month became the tenth driver to join the elite 25-year Safe Driving club, after having driven for a quarter of a century without a chargeable accident.

Ceremonies at Seminary Division were held Dec. 19 with 50 friends and co-workers attending as General Manager Alan L. Bingham presented a pin signifying Troutt's accomplishment.

Troutt, 57, of Hayward, was hired by the Old Key System Transit Lines Nov. 7, 1945, after serving five years in the U.S. Army.

He earned his first Safety Award in 1948, one year after the program was inaugurated, and has had an additional 24 years of safe driving since then.

Troutt has driven more than a million miles, carrying over two million passengers.

He and his wife, Betty Lou, have three daughters.

JOSEPH Troutt receives congratulations from Safety and Training Superintendent Stan Pearce as Troutt's wife, Betty Lou, looks on.

WORKERS seem ant-like at base of the span mid-completion during the early 1930's.

Bay Bridge Construction

'To gaze on beauty beneath him'

Old photos recently acquired by AC Transit bring back memories to many old-time transit people and commuters who rode the ferries between Oakland and San Francisco during the days when the Bay Bridge was being built.

They detail various stages of construction of the bridge — considered one of the most monumental engineering feats of its time.

The bridge was opened to auto traffic on Nov. 12, 1936, but it took more than two years before tracks were laid on the bridge's lower deck. First trains ran across the bridge Jan. 15, 1939. Southern Pacific abandoned interurban service in 1941, but Key System continued to use the tracks until April 20, 1958.

Running time via the Key System trains from the San Francisco Terminal to 12th St. and Broadway in Oakland was 29 minutes, 13 seconds. And that included 9 stops en route during the 11.13 mile trip.

In the flowery newspaper style of the pre-war era, a reporter described the pending train service in these words:

"Instead of gliding over the surface of the Bay waters as in the past, the commuter of tomorrow will be riding through the clouds and gazing down on the beauty beneath him."

(Photograph was donated from the Patricia Rice collection. Miss Rice's father, Charles, served as a train operator on Key System trains across the Bay Bridge for many years.)

District safety Goal topped

Emeryville, Richmond and Fremont/Newark Divisions bettered the safe driving goal for the month of December.

With a goal of 13,250 miles driven per chargeable accident, the District wide average was 15,734.

Emeryville reached 19,095, Richmond attained 14,245 and Fremont/Newark drivers scored 27,859 miles driven per accident.

THE ALLIGATOR is pictured serving loyal, if exasperated, passengers.

Toonerville Trolley

Puddle Jumpers' antics remembered

They called it "The Alligator."

And for good reason, according to the following account of transit service reported on Dec. 14, 1923 in the *San Francisco Call-Bulletin*:

"Danville—The Toonerville Trolley arrived at Danville Jct. today with 65 of its 345 cracks leaking, the coal stove afloat and passengers sitting on the backs of seats.

"There was a concensus of opinion that wet weather was being experienced.

"The Puddle Jumpers Club, formed last year, was called into existence again this morning..."

So was described the transportation service provided Central Contra Costa County residents more than 50 years ago on the Danville branch of the Sacramento Northern Railway.

The "news" article went on to point out J. Sims was chosen champion "wringer by getting soaked to the third vest button..."

"Boat service was established in the car aisle and passengers were ferried between the cash register and the back platform on a car seat rowed by Hank Potter, eminent Contra Costa oarsman."

The report stated, "When water was drained from the vehicle at Danville, Joe Mills was found asleep on the floor; he had been under two feet of water for eight miles, but declared this was not unusual and was, in fact, exceeded by the freshet of 1920, when the company employed a diver to go down and locate Skipper French under a seat during a stop at Alamo Valley."

Car 1051, "The Alligator," generally operated from the community of Diablo, east of Danville, to Saranap, near Walnut Creek where connection was made to San Francisco.

For 10 years, from March, 1914, to March, 1924, service was provided - even in inclement weather.

Car 1051's ultimate fate was the scrap yard, although its electrical equipment continued to be used for several years.

(Photograph was provided by Fresno transit historian James H. Harrison.)

Passenger Trips	November, 1975	November, 1974	% Change
East Bay	3,603,201	3,269,768	10.2
Transbay	1,038,159	1,028,899	.9
Fremont/Newark*	66,983	22,993	191.3
Contract Service to BART**	61,756	—	—
Contract Service Concord***	32,564	—	—
Total	4,802,663	4,321,660	11.1
Fare Box Revenue			
East Bay	$ 684,442	$ 657,158	4.2
Transbay	529,429	537,067	-1.4
Fremont/Newark*	12,764	4,514	182.8
Contract Service to BART**	22,063	—	—
Contract Service Concord***	5,496	—	—
Total	$1,254,194	$1,198,739	4.6
Service Miles			
East Bay	1,336,276	1,364,076	-2.0
Transbay	732,072	815,770	-10.3
Fremont/Newark*	69,421	33,090	109.8
Contract Service to BART**	136,769	—	—
Contract Service Concord***	35,845	—	—
Total	2,310,383	2,212,936	4.4

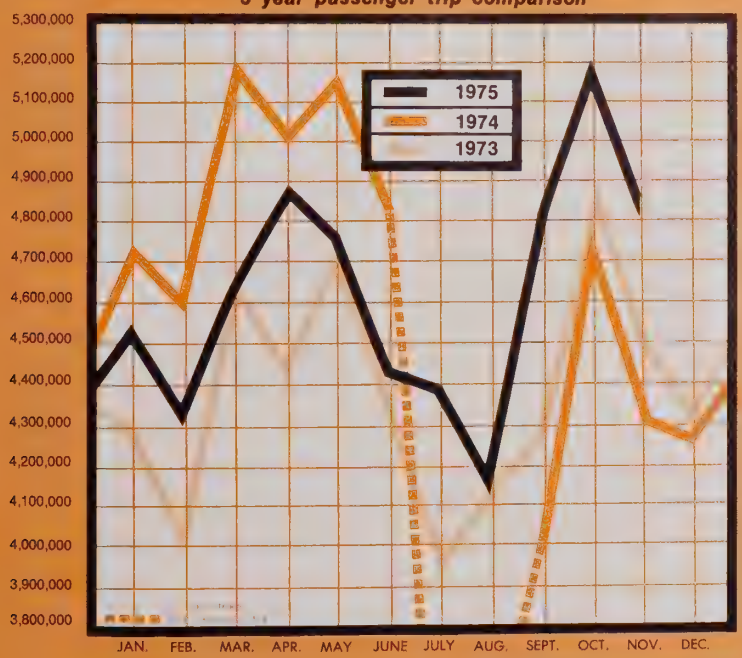
* Fremont service inaugurated Nov. 12, 1974
Newark service inaugurated Dec. 16, 1974
** Contract service to BART inaugurated Dec. 2, 1974
*** Contract service in Concord inaugurated Sept. 8, 1975

November Financial Report

Total operating expense for November was $3,710,841 while operating income was $1,521,508. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,029,822 and was sufficient to cover operating deficit and full bond debt requirements.

Nationally, the transit industry showed a decrease of 1.14 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting December 23, the Board of Directors:

- Authorized placing public liability and property damage insurance policy with Transit Casualty Co., on motion of Director Rinehart.
- Authorized special service to Tilden, Roberts and Lake Chabot Parks in summer of 1976, contingent upon receipt of $6,000 in cash and in-house services from East Bay Regional Park District; authorized weekend service on Line 95-Kelly St. starting June 13; extended Line F to Solano and San Pablo Avenues midday on weekends, on motion of Director Berk.
- Authorized executing agreement between District and Town of Moraga for local bus service, on motion of Director Berk. (See story, Pg. 3)
- Authorized General Manager to seek bids for four AC/BART transfer machines, funded totally by TDA/325 monies, on motion of Director Berk.
- Authorized General Manager to file application for capital grant with Federal Highway Administration, on motion of Director Berk.
- Adopted revised procedure and criteria for Bay Region Transit Discount program, on motion of Director Berk.
- Authorized General Manager to seek bids for one mechanical bus washer, on motion of Director Berk.
- Authorized General Manager to advertise and seek bids for purchase of 30 articulated buses and spare parts and authorized CALTRANS the responsibility of evaluating bids, on motion of Director Berk. (See story, Pg. 6)
- Authorized increased monthly expenditure and continuance of present coverage for on-the-road security service for remainder of fiscal year, on motion of Director Nakadegawa.

Transit-Times

Published monthly by the
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WARREN E. ROBINSON . . . . . Transportation Engineer
ROBERT J. SHAMOON . . . . . Personnel Manager
LOWELL D WEIGHT . . . . . Treasurer-Controller

- Authorized General Manager to contract with Education/Research Inc. to conduct organizational and classification studies, on motion of Director Nakadegawa.
- Adopted resolution authorizing Board members to receive $50 for each attendance at meetings of the Board and for each day engaged in authorized District business, not to exceed $250 monthly, on motion of Director Bettencourt.

* * *

At a regular meeting January 14, the Board of Directors:

- Elected Kimi Fujii president, on motion of Director Berk. (See story, Pg. 2)
- Elected John McDonnell vice-president, on motion of Director Rinehart. (See story, Pg. 2)
- Referred bids on 23 small buses to management for evaluation and recommendation, on motion of Director Rinehart. (See story, Pg. 2)

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Vol. 18, No. 8 FEBRUARY 1976

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1976

UNIVERSITY OF CALIFORNIA

Public service Demonstrated By alertness

District seeks small bus price reduction

AC Transit is scheduled to negotiate on the open market for 23 small buses to obtain a lower price for vehicles designated for neighborhood service in Fremont and Newark.

At a meeting Feb. 11, directors rejected bids for 25-foot long buses entered by Transcoach and Minibus, both of Southern California. Both firms have indicated a willingness to negotiate a lower price.

The Transcoach bid for the small bus, including delivery and sales tax, totaled $59,724.64 and the Minibus bid totaled $60,770.20.

Concerned over the high price of the vehicles, directors earlier advocated cutting down District coaches to create its own "microbus" fleet. Thirteen cut-down buses already are on hand from previous Dial-A-Ride service in Richmond.

However, the Transit Advisory Committee from Fremont and Newark recommended purchase of the new buses because of weight concerns over the cut-down model.

Further study is underway, meanwhile, to determine if the axle weight of the cut-down buses would affect the street life in the two cities.

The cut-down bus weighs 17,600 lbs.; Minibus, 12,740 lbs. and Trancoach, 11,950 lbs., according to A. R. Lucchesi, District maintenance manager.

Directors also set July 11 as start-up date for establishment of improved bus service in Fremont and Newark. Using the present fixed route service as a "backbone," the proposed systems will include mini-routes during commute hours and zonal Dial-A-Ride in two areas during off-peak hours.

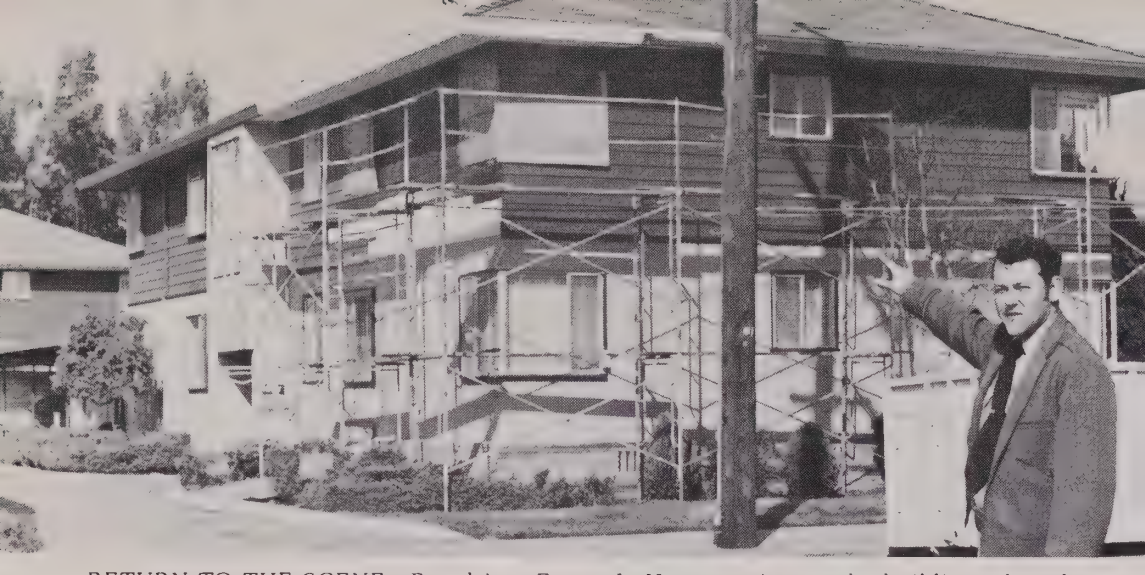
Cost of living Pay boost

A cost-of-living allowance of six cents per hour is being paid to all hourly employees this month, in accordance with the District's contract with Division 192, Amalgamated Transit Union.

The pay hike brings total cost-of-living adjustments to 36 cents per hour. Salaried employees receive an equivalent percentage increase.

With the boost in salary, drivers now are paid a wage of $7.43 per hour, keeping them among the highest paid transit industry workers in the nation.

DIVISION 6 serving Fremont/Newark is shown from bird's-eye view.The new division opened Nov. 24, 1975.



RETURN TO THE SCENE—Bus driver Ernest L. Harper points to the building where he rescued eight people from a fire which endangered their lives.

Kicks down three doors

Driver rescues eight from flames

District driver Ernest L. Harper was awarded AC Transit's Community Citation this month for his efforts in rescuing eight people from a San Leandro apartment house fire.

Harper is credited with alerting the tenants at 560 Estudillo Ave., the night of Jan. 12, and assisting them in evacuating the burning building.

While driving on Line 80-Oakland-San Leandro-Castro Valley, Harper noticed smoke and a small fire near the front of the apartment house.

On the bus was another District driver, Dennis L. Treadway, who was on his way home.

By two-way radio, Harper notified Central Dispatch, which in turn notified the San Leandro Fire Department.

As he was reporting the fire, Harper noticed flames suddenly erupting along the front of the building. Leaving Treadway to man the radio and help direct traffic, Harper dashed to a stairwell leading to the apartment units.

A six-year veteran of Vietnam, Harper kicked in three doors as flames licked up the stairwell and across the front of the structure. He assisted six people to the street by a rear entrance.

A fourth door met his resistance because of dead-bolt locks, but his banging and yelling alerted the two persons inside enabling them to escape out the front.

In commenting on Harper's action, San Leandro Police Chief Don Becker wrote, "You are to be commended for your strong sense of civic pride and duty."

THE COVER — Driver Ernest L. Harper displays Community Service Citation he received for rescuing eight people from San Leandro apartment building which was on fire. He spotted the fire from his bus.

General Manager Alan L. Bingham pointed out, "This is another example of community involvement on the part of bus drivers." Drivers are frequently commended as "the eyes of the community" for their part in assisting police and fire departments.

Harper has been an AC Transit driver for two years. He and his wife Sharon Louise make their home in San Lorenzo. They have three sons.

What the Editors are saying about transit

Concord Transcript
SERVING CONCORD PLEASANT HILL AND CLAYTON
88TH YEAR, NO 16 682-6440 CONCORD, CALIFORNIA, FRIDAY, JAN 23, 1976 Single Copy 10 Cents, Monthly $2.00

Bus service a success

Latest patronage figures from AC Transit for city lines in Concord and Pleasant Hill are encouraging to put it mildly.

As noted in today's Transcript story on page one, Concord city buses are now transporting an average 1,600 persons a day. In Pleasant Hill, where bus service was inaugurated Dec. 8, the average daily patronage is now 360.

Realization that city bus lines aren't a moneymaking proposition is a must if you're inclined to guage a system's success or lack of it.

The last few years, more than perhaps any other segment of the nation's past, has brought home the necessity for increased public transportation.

Gasoline prices have jumped almost out of sight with higher ones on the horizon. The cost of a new car, even a used one, has skyrocketed. Auto repairs are becoming more and more expensive, too.

The nation's energy crunch has far from eased as some might make you believe. With Mideast tension still running high, the threat of an Arab oil embargo always exists. The more gasoline saved, the better, as far as the United States is concerned.

In this comparatively wealthy suburbia in which we exist, getting folks out of their autos and into buses is a difficult selling job. These latest patronage figures from AC, however, show that some headway is being made in this regard.

For the present, though, the bulk of Central County bus riders will be those minus their own form of transportation for one reason or another.

The young and the old are two groups most dependent upon public transportation to get from one place to another. Needless but necessary to say, they are as vital to the community as those middle-aged, middle class among us who glut the roadways with our big gas-guzzlers.

Central County bus systems were experimented with before but flopped for one reason (including private operation) or another.

It appears now that they are here to stay, however. Inflation, as ravaging and negative entity it is, will have the positive influence of further increasing bus ridership. Driving and insuring one's own car is steadily exceeding the financial means of many.

Throughout the hills and valley trips of public opinion which public bus systems must travel, one clear-cut concept should be sustained. All public transportation, including city buses, must endure.

Transportation is a vehicle to sustenence for all members of the public whether all of them elect to use it or not. The buses must roll regardless of whether they make money or not.

PROHIBITION against eating or drinking on board is explained through Jan Lindberg, left, who signals "no" in sign language. Kenna Piver, center, simulates a beverage by holding a paper towel and gets a chuckle, telling Instructor George Silva, right, "you told me to!"

Deaf children learn transit confidence

While riding the bus alone for the first time is a coveted mark of maturity for most children, fear can touch the deaf youngster faced with the same trip.

That fear turned to gales of confident laughter for 70 deaf children in Concord this month when Safety Instructor George Silva explained the ease of using public transit safely.

Three classes were held with students from Westwood and Woodside Elementary Schools learning use of timetable schedules, transfers and communicating with the driver.

AC Transit has held similar classes for blind and handicapped riders in the past, but this was the first for the deaf.

Silva's presentation was interpreted through Westwood School's Jan Lindberg.

After learning the basics of safe boarding, riding and departing, the group left for a bus trip to BART/Concord where they observed appropriate bus stop locations and use of AC/BART transfer machines.

Enthusiasm ran so high that midway through the journey to BART, the students had already begun to compete for the honor of signaling the driver to stop at the next bus stop — part of deboarding instruction. Even though they couldn't hear the bell themselves, pulling the cord to signal a stop was an important, and much enjoyed, part of learning to ride the bus.

All classes responded favorably to admonitions against running on board and understood the reasons for not permitting food or drink on the bus.

The courses were arranged through Mt. Diablo Unified School District so the students would be able to ride Concord's new local bus system.

AC Transit began local bus operations in Concord Sept. 8, 1975.

"We feel the more people who adjust their personal lives to public transit, the better off we're going to be. And that includes our children with special problems," said Rober Shearer, coordinator of the school district's Speech, Hearing and Asphasia program.

Affirmative action Brings revised Hiring procedure

Upgrading of the District's affirmative action program has resulted in new procedures to select bus drivers.

Under the program, applicants are given job related tests to determine whether an applicant has minimum capabilities to drive a bus.

In the screening for employment, bus driver applicants are given a written examination, a performance test and an interview by two oral boards.

After each test, applicants are told whether or not they passed.

The written examination, taken during a 30 minute session in a classroom, includes map reading, handwriting legibility, time figuring and basic arithmetic.

A coffee break follows the examination, providing an opportunity for applicants to ask questions regarding the selection process.

The performance test is given in a coach to judge vision, strength and ability to safely operate a bus.

The vision portion concerns the ability to see an object as low as three feet, two feet in front of the bus. Applicants also must be able to read a sign 12 1/2 feet high from a distance of 40 feet.

Strength in normal sitting position is checked by having the applicant release the pre-set handbrake; by holding the brake pedal to the floor for 30 seconds; turning the wheel one full revolution while the bus is standing on dry pavement and by opening and raising the motor compartment door, holding and locking open.

In checking size in normal sitting position, the applicant must be able to reach throttle and brake pedals with legs in straight position; move foot rapidly from pedal to pedal without difficulty and reach steering wheel in full control position at 10:00 and 2:00 o'clock positions.

VISION is tested by driver's ability to read a 12 1/2 foot high some 40 feet away from the driver's seat. Applicants must also be able to see an object as low as three feet high, two feet in front of the bus.

Applicants who pass all tests are interviewed by two oral boards, with each interview lasting 15 minutes. Persons then are scored and results sent to the Personnel Department, where an eligibility list is established on basis of scores.

Candidates are officially notified by mail whether or not they have passed the tests. Successful candidates are told they have been put on an eligibility list and may be called for a job.

Hiring is done on the basis of score. If an applicant is called, he or she then is sent for a physical; if he or she passes that test they are sent to training.

Those who fail the examinations are notified in writing.

A new eligibility list is expected to be established each year.

Hayward workers get Special Delivery Bus service to and from work

"Special Delivery" bus service began in Hayward this month, with participating workers getting a red carpet, express ride from BART/Hayward to the entrance of the firms where they work. At the end of their work day, they are picked up and driven back to BART.

The experimental bus subscription project involves the District, Cabot, Cabot and Forbes, developers of the Industrial area and the City of Hayward.

The project is testing feasibility of establishing similar subscription service to industrial areas throughout the East Bay.

Eleven firms took part in the start-up and other industries in the West Winton industrial park were indicating interest in joining.

Under the concept, the City of Hayward and Cabot, Cabot and Forbes share 40 percent of the costs and AC Transit assumes 60 percent of expenses — approximately the same subsidy percentage now being incurred on other scheduled local service.

The industries in turn are selling passes for the monthly subscription rate of $10 per rider. All workers have to do is show the pass as they board the special bus.

Fares are not collected nor are transfers being issued or accepted. Only pass holders may ride the bus, which operates express between BART and the firms.

All divisions Beat safety goal

All divisions beat the safe driving goal for the month of January, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District wide average for January was 18,206.

Division 6 tallied 37,817 miles while Division 4 drivers scored 17,829.

During January, Division 3 achieved 17,343 miles and Division 2 marked up 17,148 miles driven per accident.

FIRST day riders on Hayward's "Special Delivery" coach board for direct service to work locations.

Board adopts operating estimate

A final operating estimate of $49,113,333 has been adopted by the Board of Directors for the 1975-76 fiscal year. The estimate, which includes bond debt requirements, forecasts a deficit of $11,563,680 which the board expects will be covered by Federal operating assistance and state sales tax funds.

Revenue for the year, including that dropped into fare boxes, is estimated at $18,061,170. Expenditures, without bond debt requirements, are predicted at $45,867,150.

Property tax proceeds are estimated at $19,488,283. The District expects to operate 29.675,485 miles.

The deficit, earlier predicted at $13,545,382, is lower than expected due to operation of less revenue miles, according to Lowell D. Weight, treasurer controller.

District to buy additional weather shelters As installation of first shipment continues

Additional weather protection for bus riders in East Bay cities and in Concord is assured.

The Board of Directors, have approved exercising an option to buy 45 shelters for Special Transit Service District 1 and 25 shelters for Concord.

The 45 shelters are proposed for Alameda, Albany, Berkeley, Castro Valley, El Sobrante, El Cerrito, Hayward, Kensington, Piedmont, Richmond, Oakland, San Leandro and San Pablo.

Sixty shelters already have been erected or are in the process of being erected in District 1, which includes 11 cities and unincorporated areas.

Seventy-five shelters also have been allocated for Special Transit Service District 2 — Fremont and Newark.

Four drivers retire, 111 years given

Four veteran bus drivers joined the ranks pensioners this month.

Two of them, however, stayed around long enough to receive their 35-year pin before entering retirement.

COVETED 35-year pins are admired by owners, Warner Salberg, left, and Robert Haston.

Robert D. Haston and Warner Salberg, both Seminary Division operators, were congratulated by Transportation Manager Dale Goodman Feb. 14 before some 50 friends and co-workers upon reaching the milestone.

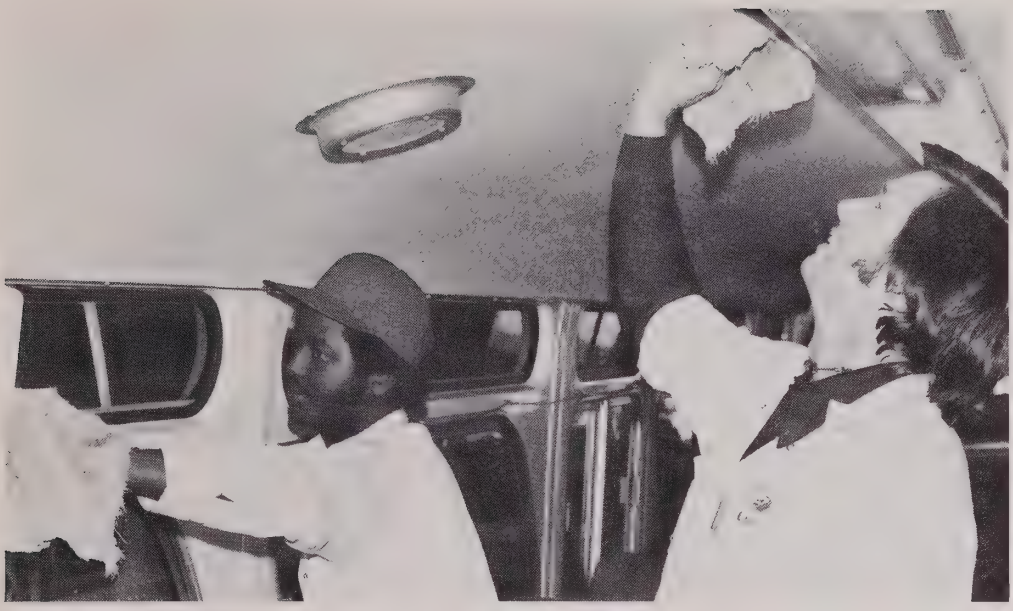
Haston and Salberg, both 60, each joined the District's predecessor company in 1941.

Margaret Miller, 55, retires this month after 22 years of service.

She was based in Emeryville and plans an enjoyable retirement, which began Feb. 16.

Disability retirement was authorized this month for Colleen Llewellyn, 47, with July 28, 1975, approved as her last day of work.

A Richmond Division driver, her career was shortened by back illness after 19 years of service.



FINISHING TOUCHES — Maintenance workers Rickey L. Crouse, left, and Alan J. Munder complete interior cleaning on remodeled buses. The last of refurbished coaches rolled this month, completing a year's program of face lifting the 100 series coaches.

61 coaches refurbished in economy move

Sixty-one old friends now have new looks as AC Transit has completed a "face lift" on series 100 buses.

The 61 coaches were refurbished over the last year and now are expected to operate at least another five years — a savings to taxpayers.

Cost of refurbishing the buses was approximately $3,000 per coach.

Originally, in 1960, the buses had a price tag of $34,420 each, including tax. To replace them today with a comparable new coach would cost in excess of $70,000 per bus.

Although the buses have a mileage average of some 800,000, they are in good mechanical condition. The coaches are expected to run at least another 250,000 miles before needing a major engine overhaul.

25 spotless years

The number of District drivers who have reached 25 years of driving without a chargeable accident grew to 11 last month, when Joseph Alfano hit the magic number.

Friends, co-workers and his wife, Josephine, were present Jan. 21 when Transportation Manager Dale Goodman presented Alfano with a pin signifying the milestone.

Alfano joined the District's predecessor company on Aug. 21, 1945 and is based out of Seminary Division, driving Line R-San Francisco.

NON-ACCIDENT PRONE — Operator J. A. "Joe" Alfano is awarded his 25-year safe driving pin by Transportation Manager J. Dale Goodman. Alfano has traveled more than a million miles and carried some two million people safely.

Pattern, frequency improvements set

Buses will roll more frequently next month in Hayward while changes on four bus routes in Fremont and Newark will provide a better pattern of service for riders.

Chabot College, which has been showing steady growth in student riding, Southland Shopping Center, the Hesperian Blvd. corridor, Kaiser Hospital and downtown Hayward especially will benefit from the improvements.

Better service also will be provided Castro Valley and the Tennyson Rd. area.

Changes effective the first weekend in March include:

• Line 91-Castro Valley-South Hayward: Service frequency during midday hours on weekdays will be cut from 60 minutes to 30 minutes, providing more frequent access to the downtown area, to BART/Hayward and BART/South Hayward stations, as well as Kaiser Hospital.

Sunday service will be inaugurated with buses running hourly between approximately 10:30 a.m. and 6 p.m.

• Line 90/92-Southland-Chabot College: Line 92 buses will come along every 20 minutes, instead of every 30 minutes, during midday hours on weekdays, between Hayward City Center and Chabot.

Addition of another bus will speed up service and stabilize frequency between Hayward City Center, BART/Hayward, county offices on Winton Ave., Southland Shopping Center and Chabot.

All Line 92 trips will loop into the college to the main entrance, except for a few reverse direction commute trips.

The remainder of the line will continue to operate on a basic hourly schedule with 30 minute frequency during weekday commute hours. Buses also will continue on present schedules on Saturdays and Sundays.

• Line 93A-Hesperian and Line 62A-Hesperian will be consolidated, resulting in a uniform 30-minute service during midday hours on weekdays and 20 minute service during commute periods.

The change will double bus frequency on Line 93A from the juvenile complex and Fairmont Hospital on the north, along Hesperian to Southland, Chabot College and to Kaiser Hospital.

On Saturdays, starting March 13, Line 93A will be extended from Southland to Kaiser Hospital, providing service en route for students attending Saturday classes at Chabot, as well as multiple housing developments along the way.

Fremont/Newark

In the Fremont and Newark area, changes are scheduled for Line 23-Irvington, Line 24-Mission San Jose, Line 26-Niles and Line 29-Newark.

• Line 23 headed toward Irvington from BART/Fremont will be rerouted along the Frontage road beside Mowry Ave. between Bell St. and Argonaut Way, rather than traveling on Mowry Ave.

• Line 29 also will use Mowry Ave. frontage road rather than Mowry Ave. between Bell St. and Glenview Dr. going to Newark, providing an additional passenger stop at Glenview Dr.

• Line 24 coming from Ohlone College to BART/Fremont will be rerouted on Via San Dimas and Camino Santa Barbara to Palm Ave. instead of traveling down Mission Blvd. to Palm Ave. Line 24 also will be rerouted in both directions via Olive Ave. and Chadbourne Dr., instead of operating on Paseo Padre Parkway straight through between Chadbourne Dr. and Olive Ave.

• Line 26 will operate in both directions along 2nd St. in Niles between Hillview Dr. and I St. instead of Niles Blvd.

December Financial Report

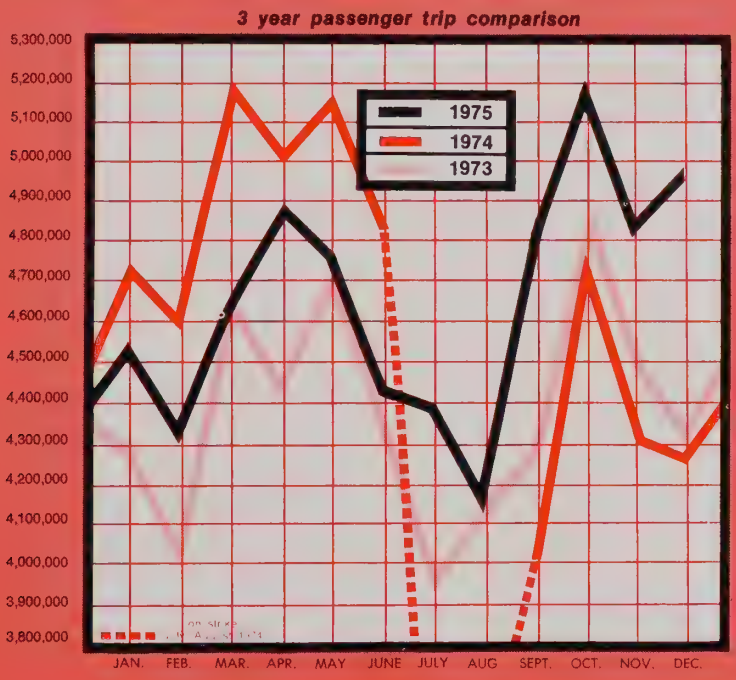
Passenger Trips	Dec. 1975	Dec. 1974	% Change
East Bay	3,755,268	3,200,675	17.3
Transbay	1,035,967	954,342	8.6
Fremont/Newark*	77,763	45,426	71.2
Contract Services:			
BART**	73,151	39,324	86.0
Concord***	41,286	—	—
Pleasant Hill****	4,806	—	—
Total	4,988,241	4,239,767	17.7
Fare Revenue			
East Bay	$ 716,933	$ 645,747	11.0
Transbay	528,627	496,915	6.4
Fremont/Newark*	14,787	9,157	61.5
Contract Services:			
BART**	24,767	14,048	76.3
Concord***	6,947	—	—
Pleasant Hill****	792	—	—
Total	$1,292,853	$1,165,867	10.9
Service Miles			
East Bay	1,431,480	1,391,944	2.8
Transbay	783,140	809,985	-3.3
Fremont/Newark*	70,191	63,836	10.0
Contract Services:			
BART**	143,404	132,902	7.9
Concord***	40,554	—	—
Pleasant Hill****	7,701	—	—
Total	2,476,470	2,398,667	3.2

* Newark service inaugurated Dec. 16, 1974
** Contract service to BART inaugurated Dec. 2, 1974
*** Contract service to Concord inaugurated Sept. 8, 1975
**** Contract service in Pleasant Hill inaugurated Dec. 8, 1975

Total operating expense for December was $3,294,181 while operating income was $1,595,608. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to some $3,227,056 and was sufficient to cover operating deficit and full bond debt requirements.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed an increase of 4.53 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting January 28, the Board of Directors:

- Awarded contract for four AC/BART transfer machines, subject to compliance with specifications, to Automatic Parking Devices, Inc., on motion of Director Berk.
- Authorized General Manager to serve as workshop chairman at UMTA/APTA Research and Development Priorities Conference, on motion of Director Bettencourt.
- Authorized improved routing on Line 68—Navellier St.; improvements on Line 91-Tennyson Rd. and Line 92-Chabot College; consolidation of Line 62A-Hesperian Blvd. and rerouting of Lines 24, 26, 23 and 29, on motion of Director Berk. (See story, Pg. 10)
- Authorized exercising option to purchase 70 additional passenger shelters, on motion of Director Berk.
- Authorized advertising and seeking bids for nine automobiles and four trucks, on motion of Director Berk.
- Authorized advertising and seeking bids for two-way radio and equipment, subject to UMTA approval, on motion of Director Berk.
- Adopted final operating estimate for fiscal year 1975-76, on motion of Director Rinehart. (See story, Pg. 8).
- Authorized cutting down and refurbishing existing new-look buses for Dial-A-Ride service, subject to approval by District No. 2 Transit Advisory Committee, on motion of Director Berk. (See story, Pg. 2)

* * *

At a regular meeting February 11, the Board of Directors:

- Authorized General Manager to participate in Annual APTA Management Seminar, on motion of Director Rinehart.
- Rejected all bids for twenty-three 25-foot buses and authorized General Manager to negotiate on open market for small buses, on motion of Director Berk. (See story, Pg. 2)
- Authorized sale of surplus buses and spare parts to City of San Mateo, on motion of Director Berk.
- Authorized staff attendance at University of California Transportation and Public Works Conference, on motion of Director Nakadegawa.
- Authorized Sightseeing Tour operation during summer of 1976, on motion of Director Berk.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
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Telephone (415) 654-7878

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Vol. 18, No. 9 MARCH 1976

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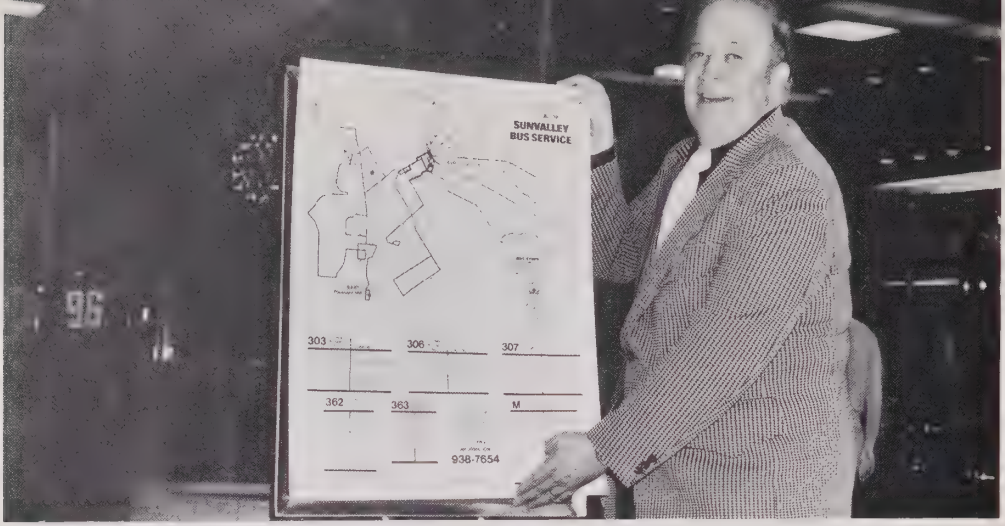
A0637

More riders using public transit



TRAVELERS' AID—SunValley Shopping Center General Manager William Burrous displays information placard detailing bus service from Pleasant Hill and Concord to the popular center which draws a half-million potential riders monthly.

New bids sought for small buses

AC Transit has gone out to bid again for 23 small buses for use in Fremont and Newark.

Revised specifications will permit bidders to manufacture their own bus chassis, expectantly resulting in a lower vehicle price.

Original bids entered by Transcoach and Minibus were rejected by the Board of Directors in January in concern over the high price of the 25-passenger buses.

The Transcoach bid for the small bus, including delivery and sales tax, totaled over $59,000 while the Minibus bid came to over $60,000 per bus.

The District expected to negotiate on the open market to obtain a lower price, but returned to the bid procedure after it developed federal regulations would considerably lengthen the time a new price could be negotiated.

By going out to bid again, the District can look forward to bid opening on April 14; award of contract by May 14 and delivery of small buses 180 days after that date.

Plans to cut down AC Transit coaches to create its own mini fleet were dropped by directors after it was confirmed use of the heavier cut-down bus could be expected to escalate repairs to Newark streets, causing that city added expense.

Maintenance workers set new record, More miles driven per mechanical failure

Division 6 maintenance workers in Newark have set an all-time record in terms of miles operated per mechanical failure.

An average of 84,000 miles per the mechanical failure was recorded during February.

District average for mechanical failure during February was 17,452, according to Anthony R. Lucchesi, maintenance manager.

The previous record for a division was 28,642, he said.

"Congratulations for a job well done to everyone who made the record possible," Lucchesi added, in praising Division 6 maintenance employees.

Division 6 opened Nov. 24, 1975.

District asks increased funding

Like other transit systems, AC Transit needs additional funding and is urging the State legislature to provide new subsidies for all public transportation properties in the Bay Area.

Legislation should include AC Transit as eligible to receive a portion of new revenues as soon as such new legislation is offered, the Board of Directors declared in a resolution adopted this month.

On March 10, Alan L. Bingham, general manager, appeared before the Metropolitan Transportation Commission to point out the urgency of needed financial aid for the AC Transit system, now serving 210,000 passenger rides a day.

Urgent need cited

Bingham said the District needs an additional $6.5 million in the next fiscal year and $8.5 million in the following fiscal year to continue service improvements and equipment replacements.

"But even without improvements in service and new buses, there will not be enough funds available to pay all bills without additional help," Bingham stated.

The cumulative figure by 1979-80 is nearly $41 million. That is the first full fiscal period a half-cent sales tax provided for in proposed legislation would be available for transit purposes. BART is asking for all of the new sales tax revenue.

Both BART and AC Transit are projecting deficits based on current wages, increased only by estimated cost of living figures.

Both properties also are against a stipulation recently proposed by Legislative Analyst A. Alan Post which would establish a State mandated formula to raise fares.

In speaking to the full MTC, Bingham said additional funding sought through a half cent extension in the sales tax would not generate new monies until fiscal year 1978-79 and beyond.

"AC Transit will have fiscal problems in 1976-77 and the next year if we are to continue the level of service we have provided for our people in the past.

"We have had a policy since 1960 of gradually updating equipment and service, extending into new areas and providing the kind of transit that has been, and continues, to lure people from cars. We will be unable to carry out this policy in the future without additional funding."

"We are experiencing growth in East Bay and transbay riding, yet we cannot cover next year's deficit without eliminating service improvements and making use of options which include postponing acquisition of new buses to replace the fleet we acquired 15 years ago, postponing capital acquisitions and making reductions in service," Bingham explained.

Management praised

Commissioner Joseph Bort credited AC Transit with a reputation for good management and efficient operations, which has been able to provide service on a solid financial base for a number of years.

MTC did not take action on Bingham's request, but agreed to the need of high official participation, including the governor, to come to grips with the problems facing Bay Area transit.

The commission did approve legislation which would continue the half cent sales tax for BART through 1978-79. Starting July 1, 1979, MTC, with power to allocate the sales tax, proposes giving BART 65 percent of the tax and dividing the remaining 35 percent among AC Transit and S. F. Muni.

Significant ridership increase seen

Both East Bay and transbay ridership has increased over last year, indicating larger numbers of people are being lured from former means of transportation into public transit.

Transbay ridership is now on the upswing following an initial loss of patronage when BART began transbay operations Sept. 16, 1975.

Total ridership, comprising transbay and East Bay lines, jumped 10.3 percent during the first four weeks of January, compared to the same period in 1975, Alan L. Bingham, general manager, pointed out. Some 4,361,907 passenger trips were made in the 28 day period this year, as compared with 3,955,399 in 1975.

THE COVER — Homeward bound passengers form line to board Line R-Fairway Park at Transbay Transit Terminal in San Francisco. Line R ridership has jumped 25 percent over last year while Line S-San Lorenzo grew 8.9 percent, as indicated by patrons in background.

East Bay lines recorded a 10.7 percent rise, with 3,353,025 trips initiated in 1976, compared to 3,028,132 last year.

Transbay riding was up 8.8 percent, with 1,008,882 passenger trips made during the first four weeks of 1976, compared to 927,267 trips during the same period last year.

The most striking rise in transbay riding was in southern Alameda County, Bingham said.

Line R-Fairway Park rose 25 percent in patronage in January this year, compared to 1975. An average of 719 passenger trips were being made during commute periods, as compared to 575 last year.

Line R-Castro Valley showed an increase of 12.29 percent, with an average of 808 daily commute trips, compared to 720 in 1975.

Line S-San Lorenzo ridership rose 8.9 percent, compared to last year's commute figures. An average of 954 passenger trips were being made during the commute hours, while 876 transbay trips were initiated on the line in 1975.

Moraga service postponed until Fall Following residents' complaint of routing

Start of Moraga bus service was postponed this month after residents complained of proposed routing through neighborhoods and installation of bus stop poles in front of homes.

The Moraga Town Council agreed to an environmental impact report and feasibility study before scheduling a new start-up date.

Buses were to start rolling April 5 through contract with AC Transit.

Earlier, the council had held meetings with a minimum of neighborhood protests. Information on the proposed service also had been mailed to residents without adverse reaction.

On March 3, however, residents voiced concern bus service through neighborhoods would endanger children, lower property values and destroy the rural atmosphere.

The trial bus system was planned to take commuters to BART/Orinda and BART/Lafayette in peak hours and deliver midday riders to Moraga and Rheem Shopping centers as well as BART/Lafayette.

New planning now will be aimed toward start-up in early Fall to coincide with the beginning of classes at St. Mary's College, which had agreed to help subsidize the service.

HALL displays hull of a larger version of the Cornwallis on which he recently began construction. Front, is pictured his first creation, a model of the 1813 vessel.

Construction time 3½ years

Model building a science for driver

Driver Harry Hall differs slightly from other operators in that not only does he maneuver a vessel through city traffic by day, but his evenings also are consumed by visions of mass transport — transport of 150 years ago.

Hall is heavily into model ship building and it's not the cash-and-carry products of hobby shops.

It was in August of 1967 when he began toying with model ships. The plastic models selling for a few dollars satisfied his fledgling interest for awhile.

By the early 70's, however, his growing passion demanded the precision of craftmen's quality.

Rather than relying on the directions-made-easy of the marketplace, Hall wrote to the Smithsonian Institute for the exact blueprint of the Cornwallis, an 1813 vessel of the U.S. Navy.

From there, he supplied himself with a hefty amount of block wood, converted his garage into a workshop and started peering into the ancient blueprints.

Those halting first efforts began three and a half years ago, with 20 hours a week spent peering and carving.

First he determined that the Cornwallis would be built at 3/16 inch per foot scale.

Fashioning the hull, he carved, formed and smoothed the ribs used in the binding the hull together. He continued inch by inch from the hull to top of the mast, with every piece sculptured for perfect fit.

The finished product measures 57 inches from bow to gaff boom, 40 inches from keel to top of the mast with 20 inch wide yard arms.

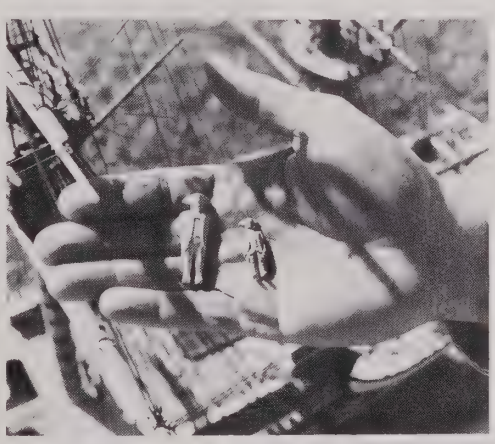
There are seven life boats, each equipped fully with movable rudder and oars. Seventy-four cannons appear battle ready, easily protected from enemy barrage by raisable port hole covers.

When not at work driving Lines O, F and E from Emeryville Division, Hall is a busy family man raising four children with his wife, Melva.

Currently, Hall is working on a larger version of the Cornwallis, and spends time preparing re-creation of the Essex.

For those valuing perfection in scaled down models, Hall indicates he might let the Cornwallis go for the right price.

Asking price begins at $2,500.



HAND CARVED captain and first mate testify to Hall's demand for precision.

Production triples

Rider reliance on timetables grows

The number of pocket schedules produced annually for convenient route information has more than tripled since the District's inception, with 3,306,000 printed during 1975.

Public timetables are given upon request to patrons by drivers and are available also at District headquarters, 508 16th St., Oakland, or through the mail.

Some 944,000 timetables were produced during 1960, the first year of public ownership operation under AC Transit.

Route mileage increase indicates the cause for greater timetable demand.

When buses first rolled under the AC Transit logo, some 841.9 route miles comprised the newly formed public transit agency.

By December of 1975, the mileage of all District routes had grown to 1,988.6.

In keeping with service growth, public timetables underwent their first facelift last year, when they were redesigned for easier reading.

Changes include a new cover with line numbers at the top where they are easily spotted. Inked line rules, both vertical and horizontal, were dropped to create more white space and a less cluttered look.

Maps appear on all newly designed schedules, enabling riders to visually grasp routing more easily, rather than having written street-by-street explanations.

Divisions beat Safe driving Goal in February

Emeryville, Seminary and Fremont/Newark divisions beat the safe driving goal for the month of February, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District average for February was 15,977.

Emeryville division tallied 15,851 miles while Seminary division drivers scored 15,776.

During February, Division 6 drivers in Fremont/Newark achieved 42,811 miles driven per accident.

NEW EMPLOYEES

AC Transit welcomes these new workers

Morris L. Bragg
Maintenance
Richmond

James R. Foster
Transportation
Seminary

Paul J. R. Fussell
Transportation
Richmond

Fernando J. Serrano
Maintenance
Emeryville

Passenger Trips	Jan. 1976	Jan. 1975	%Change
East Bay	3,590,467	3,345,627	7.3
Transbay	1,110,102	1,065,587	4.2
Fremont/Newark	78,950	54,479	44.9
Contract Services:			
BART	75,162	50,974	47.5
Concord*	39,374	—	—
Pleasant Hill**	6,966	—	—
Total	4,901,021	4,516,667	8.5
Fare Revenue			
East Bay	$ 677,589	$ 659,964	2.7
Transbay	551,871	549,546	.4
Fremont/Newark	14,651	10,646	37.6
Contract Services:			
BART	24,580	18,246	34.7
Concord*	6,101	—	—
Pleasant Hill**	1,081	—	—
Total	$1,275,873	$1,238,402	3.0
Service Miles			
East Bay	1,417,903	1,424,921	-.5
Transbay	785,551	828,152	-5.1
Fremont/Newark	68,572	77,519	-11.5
Contract Services:			
BART	132,671	140,268	-5.4
Concord*	38,874	—	—
Pleasant Hill**	9,513	—	—
Total	2,453,084	2,470,860	-.7

*Contract service to Concord inaugurated Sept. 8, 1975
**Contract service in Pleasant Hill inaugurated Dec. 8, 1975

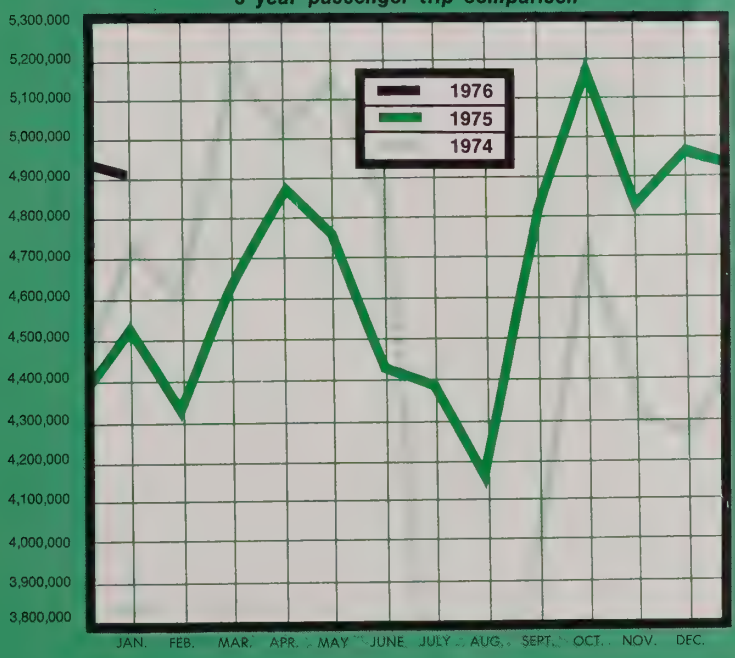
January Financial Report

Total operating expense for January 1976 was $3,832,668 while operating income was $1,498,902. Total income, including subsidies for property taxes, sales taxes and Federal aid, amounted to $4,178,017 and was sufficient to cover operating deficit and full bond debt requirements.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 1.05 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting February 25, the Board of Directors:

- Authorized revision of specifications for twenty-three 25-foot buses and seeking UMTA approval for revisions, in preparation for advertising and seeking bids for the small buses, on motion of Director Nakadegawa. (See story, Pg. 2)
- Authorized General Manager to advertise and seek bids on 300 bus stop sign posts and 440 bus stop signs, on motion of Director McDonnell.
- Authorized one District representative to participate in Sixth Annual Conference on Demand Responsive Transportation, on motion of Director Nakadegawa.

* * *

At a regular meeting March 10, the Board of Directors:

- Authorized General Manager to advertise and seek bids for twenty-three 25-foot buses, on motion of Director Berk. (See story, Pg. 2)
- Authorized General Manager to exercise option for purchase of 60 additional bus passenger shelters, on motion of Director Berk.
- Authorized General Manager to enter into lease-purchase agreement with San Mateo County Transit District for the sale of fourteen 45-passenger buses, on motion of Director Berk.
- Adopted resolution urging legislature to adopt legislation providing revenues for public transit operators in the Bay Area, on motion of Director Bettencourt. (See story, Pg. 3)

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St., Oakland, California 94612
Telephone (415) 654-7878

BOARD OF DIRECTORS

KIMI FUJII ..... President
Ward V
JOHN McDONNELL ..... Vice President
Ward III
CHESTER C. McGUIRE, JR ..... Director at Large
RAY RINEHART ..... Director at Large
ROY NAKADEGAWA ..... Ward I
WILLIAM E. BERK ..... Ward II
WILLIAM J. BETTENCOURT ..... Ward IV

MANAGEMENT

ALAN L. BINGHAM ..... General Manager
VIRGINIA B. DENNISON ..... Public Information Mgr.
J. DALE GOODMAN ..... Transportation Manager
OZRO D. GOULD ..... Claims Manager
JOHN A. KRAJCAR ..... Purchases and Stores Mgr.
ANTHONY R. LUCCHESI ..... Maintenance Manager
ROBERT E. NISBET ..... Attorney
STANLEY O. PEARCE ..... Superintendent of Safety and Training
LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager
LOWELL D. WEIGHT ..... Treasurer-Controller

Morgan appointed training instructor

Donald E. Morgan was appointed to the post of training instructor this month in the Safety and Training Department.

Morgan, who first joined the District on April 29, 1963, has acquired on-the-job expertise by serving as acting training instructor since April 1, 1974.

The appointment utilized the District's affirmative action promotion process whereby vacancy posting encourages greater selectivity.

Morgan resides in Dixon with his wife and two sons.

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Latham Square Building
Oakland, California 94612

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Vol. 18, No. 10 APRIL 1976

Transit-Times

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MAY 10 1976
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Raiders team up to promote Young respect for District buses

Our 'Stockholders' Write

I realize that working for AC Transit is sometimes a thankless job but I just wanted to say that information operator *Iona Castlebary* was very helpful to me today when I called to request information.

Operators as courteous as *Iona* are an asset to your staff. Please thank her for me.

Brandy Prince
Oakland

* * *

All too often the nice people are overlooked. I am writing to commend one of those people on behalf of the people who ride the 303 line in Concord. The young man's name is *Clarence Epps.*

Clarence is certainly an outstanding good-will representative for AC Transit on the newly established 303 line in Concord. His friendly and cheerful attitude has made our 6:45 a.m. run into more of a commute club than a bus run.

Please extend our thanks to *Clarence* for making riding the bus an enjoyable experience.

D. E. Huzefka
Concord

* * *

I have commuted to San Francisco for over 40 years from my present home. Your rebuilt 100-series bus is excellent, I think. One of your bus drivers seems exceptionally courteous. He is *Mr. Michael Flores,* who is also a very careful and safe driver.

I do not criticize any of your drivers, but some, of course, are better than others.

Keep up the good reputation for AC Transit service to San Francisco.

Forest Naylor
Oakland

* * *

I wish to report a service failure this morning.

The No. 12 bus, due to depart 14th and Broadway at 7:18 a.m. today, never showed up.

I and another passenger arrived there at 7:14 a.m. We later checked our watches to be sure they were accurate. There were other passengers for Oakland Army Base and the Naval Supply Depot already waiting.

The 12C bus due to leave at 7:35 a.m. arrived and departed on time, and all the waiting passengers took that bus.

Samuel Oakley
Public Affairs Officer
Oakland Army Base.

(Ed. Note: An investigation revealed no unusual incidents for the route in question. However, supervisory personnel will periodically check the location for future delays.)

Ed Levitt

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
MAY 10 1976
UNIVERSITY OF CALIFORNIA

Oakland Tribune Wed., March 24, 1976

The Phil & Otis Show

The little girl at the Joaquin Miller Elementary School assembly raised her hand and asked Otis Sistrunk, "Did anybody ever mistake you for a tree?"

Six-foot-four, 255-pound Otis Sistrunk laughed so much he couldn't answer the question.

"How much do you weigh?" a youngster wanted to know.

"Otis weights so much," said Phil Villapiano, "We've got a problem. We have to bring him out to the junk yard to weigh him."

The kids laughed at Joaquin Miller school recently and also at Lincoln Elementary School.

"Otis Sistrunk and Phil Villapiano break them up. But their mission is serious.

"We work for AC Transit to stop vandalism on the buses," said Villapiano. "We call our project the Linebacker Program. We visit two schools a day, trying to convince the kids it doesn't pay to rip up bus seats, break windows and harass drivers."

Sistrunk and Villapiano talk to thousands of East Bay youngsters. It started four years ago.

"We go to the school assembly," says Villapiano, "bring in a ripped up seat and some kid will holler, 'Hey, man, I did that one!'

"Here we are trying to help the bus drivers and the kids will say 'We don't like them. They yell at us. Or they say they're on the street waiting for a bus and the drivers will go right past them. One kid said, "We wreck the buses because the drivers are mean.'

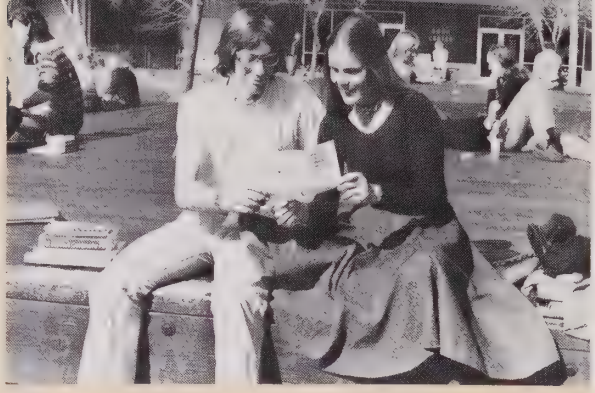
"But the majority of the kids are decent. They will listen. We'll show them slides of buses with torn seats and broken windows. We also display slides of Otis and myself driving buses. We'll have a question and answer period.

THE COVER — Oakland Raider teammates Phil Villapiano, left, and Otis Sistrunk join a group of Lincoln Elementary School students for a brief bus tour. The tour began after Villapiano and Sistrunk persuaded the youngsters that vandalism of publicly owned buses is destruction of their own property. Sistrunk and Villapiano have given the Operation Linebacker Program throughout East Bay schools for four years.

"The kids seem to enjoy our visits. We promise them if the buses in their neighborhood stay in shape we'll come back and bring a Raider Highlight film. In the four years we've been working at it, vandalism on the AC buses has dropped sharply. Our program is so successful Los Angeles transit agents interviewed us about it. Now they've got several Ram players doing the same thing. San Francisco may be next."

Villapiano and Sistrunk also have increased their stature among East Bay young people. "We'll walk in downtown Oakland and kids will recognize us. 'We're taking good care of your buses,' they'll say. It's a good feeling."

It's also a good feeling for the community.



TRIP PLANNERS—Diablo Valley College students John Taylor, left, of Danville, and Elizabeth Martin, Concord, study AC Transit's brochure explaining bus service to and from the campus. Some 10,000 brochures were distributed at the college as part of an ongoing program to detail bus service information to community colleges and universities in the District's service area.

Cardholders praise discount program

Senior citizens are now being issued permanent Bay Region Transit Discount cards and continue to receive the program with grateful enthusiasm.

When the discounted fare program began July 1, 1975, cards issued to senior citizens were valid to Jan. 31. After review of the program, a decision was made to renew the card with no expiration date and more than 5,715 permanent cards were sent to senior citizens.

Cards issued to most handicapped patrons need be renewed every five years from the cardholder's birthday, with the exception of emotionally handicapped riders who renew the card annually.

Figures through March indicate 1,563 handicapped patrons are riding at discounted fares and 9,475 senior citizens have been issued the card.

It is good on AC Transit, BART, Golden Gate Transit, San Francisco Municipal Railway, Santa Clara County Transit and Santa Rosa Municipal Railway.

Each agency is responsible for setting its own discount fare, with the cost to District cardholders being 10 cents in off-peak hours.

AC Transit's card issuance center, located at 508 16th St., Oakland, goes to outlying areas Mondays and Wednesdays to improve accessibility.

Cardholder approval of the program is noted in letters of gratitude.

"Thank you very much for your kindness in sending me the new discount card," wrote Mary Fitzgerald, of Oakland.

"It really is a big help, as at 84 I can't get around like I used to do.

"It is so kind of you to give us this reduced fare because we just could not get around without it. I have always appreciated so much the courtesy of AC drivers and such nice buses."

Another Oakland rider, Lillian Farkas, added, "I think it is a great privilege to get a pass such as this and it is only one of the things I like about the buses.

"I find they are on time and the drivers are very courteous. Having lived in Boston and traveled to many other cities, I have a means of comparison — and our Oakland system is tops."

Frank Hawkins, of San Leandro, also expressed support for the program by writing, "Thanks for your courtesy, time and help. It is truly wonderful. Congratulations for this generous type of public service."

The process of issuing 1976 cards automatically was praised by V. E. Boshwell of Concord.

"Thank you for the new discount cards, which we received in today's mail. It was kind of you to provide them without application on our part.

"We used the 1975 card quite often, and appreciated the discount fare made possible with use of the card," Boshwell wrote.

Instructor leads life saving team

During work hours, Ralph Alcock is an AC Transit Instructor teaching the skills of defensive driving. In off hours, he has an equally busy job — saving lives and helping people who are in trouble.

Alcock, a sworn peace officer reservist, uses his off hours to direct land, air and marine searches for missing or trapped persons within Contra Costa county borders.

As coordinator of the Sheriff's Search and Rescue Team, he has 150 people at his disposal for instant mobilization when an emergency occurs.

Alcock has held the position of leadership since Dec. 23, 1973, when the county Board of Supervisors approved creation of a rescue team comprised of civilian volunteers responsible to the sheriff.

One year after moving to Clayton 12 years ago, Alcock joined the sheriff's reserves, using that experience to become proficient in search and rescue work. In 1973, he spearheaded a letter-writing campaign to allow civilian volunteers to help in emergency rescue operations.

Bonus to taxpayers

When the request was granted by the Board of Supervisors, it came as a bonus to taxpayers. All equipment is donated by volunteers and they receive no financial compensation.

When an emergency occurs, the sheriff or his watch commander notifies Alcock who activates the rescue team through a well honed chain of command. Within 30 minutes, workers can be in the field at any site within the county.

Appropriate volunteers are dispatched as the situation warrants. Areas of expertise include tracking, scuba diving, mountaineering, boating, citizen's band radio operation, cardiac pulmunary resuscitation and, of course, general medical aid.

One licensed medical doctor serves as a volunteer while all workers must pass a first aid course and many are accredited as advanced first aid instructors.

Activated six times this year

The team has been activated six times thus far in 1976, with some 1,420 man hours expended.

On Saturdays, Alcock's attention turns to the needs of young drivers who know the traffic cop in other than social settings.

For six hours every Saturday, he supervises juveniles convicted of traffic violations as they work for the Pleasant Hill public works department in lieu of paying a fine.

The program began 10 years ago, according to Jim Katzdorn, public works superintendent, and Alcock has supervised it since 1968.

Work varies from manual weed abatement to removing trash from city streets and is determined by the public works department. From 10 to 60 juveniles serve weekly.

COORDINATOR Ralph Alcock is seen during a night practice alert of the Contra Costa County Sheriff's Search and Rescue Unit.

RICHMOND bound train is seen on 9th St. near Rose St. in Berkeley. The accessibility it offered to employment aided a war-time East Bay economy.

War efforts aided by Richmond Railway

A vivid example of the role public transit plays in community growth is recalled from a frightening challenge of more than 30 years ago.

That challenge grew from the emergency war efforts many East Bay residents still remember.

As Americans awoke Sunday, Dec. 7, 1941, the news of unavoidable war greeted them — and the rush for mass movement of workers was on.

Within weeks, the United States Maritime Commission had secured rights of way, material and equipment for construction of a train line to the Richmond shipyards, which had been hastily readied.

The line, some 12.1 miles long, cost $1.6 million. It was built in less than a year, after the Maritime Commission ordered that it be completed as soon as possible.

Ninety ancient, wooden cars from the abandoned Interborough Rapid Transit Co. of New York City were secured for use on the line.

These cars already had seen long life in New York, having first been constructed by the Wason Car Co. in 1888.

Upon arrival in the East Bay, these cars were quickly processed through the Emeryville Shops of the old Key System Transit Lines. They were coupled in pairs and equipped with pantographs for contact with the overhead electric trolley wire.

The line began operations Jan. 18, 1943, assuring sufficient manpower to the shipyards. Its inauguration was a boost to local economy, as many an East Bay family benefited by new-found employment accessibility.

The line ran from 40th St. and San Pablo Ave. in Emeryville north through the East Bay to the shipyards.

But by Sept. 30, 1945, impending victory over the Axis powers had also spelled an end to the "Pass-the-Ammunition-Line," as workers called it, and operations ceased.

(Photograph was provided by Fresno transit historian James H. Harrison.)

Festival revives Transit memories

Transit nostalgia buffs will commute to Rio Vista Junction May 1 for the two-day Annual Spring Railway Festival, sponsored by the California Railway Museum.

Gates will be open from 11 a.m. to 5 p.m. both days, admitting patrons to ride on restored railway cars and static exhibits.

Among nostalgic equipment of interest to AC Transit workers are Key System articulated bridge units which carried thousands of commuters across the Bay Bridge and a number of street cars, including the last car built in the Key System's own shops in 1926.

Recruitment site centrally located

AC Transit has made unusual arrangements with a shopping center to get application packages to residents in five bay area counties (Alameda, Contra Costa, Marin, San Mateo and San Francisco) who are expected to apply for jobs as a bus driver.

In going to open recruitment for the first time, the transit disctrict sought a centrally located site where people could easily pick up an application package.

A portion of the parking area at Foothill Square Shopping Center, 106th Ave. and MacArthur Blvd., Oakland, was set up so transit clerks could dispense the application packages on Friday and Saturday, April 23 and 24, from 9 a.m. to 4 p.m. The shopping center is served by transbay Line N and local Line 40.

The applications in turn, must be returned by mail to AC Transit with a deadline postmark no later than April 30.

A lottery system will be used to reduce the number of applications to not more than 900. That group in turn will be given a series of tests to establish a list of eligibles for bus driver positions during the ensuing year.

Bicentennial theme transforms Popular Alameda bus shelter

In what could be a first for California and the nation, and certainly a first for Alameda and Contra Costa County, a Bicentennial bus shelter is now on display.

Through the cooperative efforts of AC Transit, the Alameda City Bicentennial Committee and the College of Alameda, a structure protecting bus patrons from the elements now celebrates our nation's 200th birthday.

The bus shelter located at the corner of Webster Street and Atlantic Avenue in Alameda exhibits four panels as a tribute to two centuries of America's existence.

The four individual panels were designed by College of Alameda Fine Arts Chairman David A. Lauer. Circles on each panel represent unity and continuity. One panel features the nation's Bicentennial emblem. Another shows a large "76" for the current year and the year of independence.

A third panel exhibits the College of Alameda insignia. The fourth panel displays the official Bicentennial design selected by the City of Alameda's Bicentennial Committee in a contest held last fall.

In addition to the art work, AC Transit maintenance personnel installed new wooden benches for the convenience of riders.

The shelter, used primarily by college students, was a prize winner in a 1971 University of California architectual design project.

BICENTENNIAL SHELTER— College of Alameda's Fine Arts Department Chairman David A. Lauer checks over bus shelter celebrating the nation's 200th birthday.

Lower bids received On small buses

New bids on 23 small buses for neighborhood use in Fremont and Newark came in this month some $6,000 per bus lower than original bids, which were rejected in February.

The Board of Directors referred all bids to management for review and recommendations.

Apparent low bidder was Minibus of Downey, Calif., with a price of $49,088 per coach.

Transcoach of Chatsworth, which entered a bid of $55,985 in February, declined to bid this time around.

Directors rejected Transcoach and Minibus bids in February due to concern over high cost of the 25-passenger coaches.

Revised specifications permitted bidders to manufacture their own bus chassis, resulting in lower vehicle price.

AGENCY ASSISTANCE—In a cooperative effort between two public agencies, Hayward Water Department's Phillip Woodworth and Mary Jane Young assist in placing AC Transit informational brochures in water billings mailed to Hayward area residents. The joint effort explaining improved crosstown service is part of an on-going public information service on how to use buses.

The Minibus will be a newly designed coach built to meet heavy-duty requirements, offering greater service longevity.

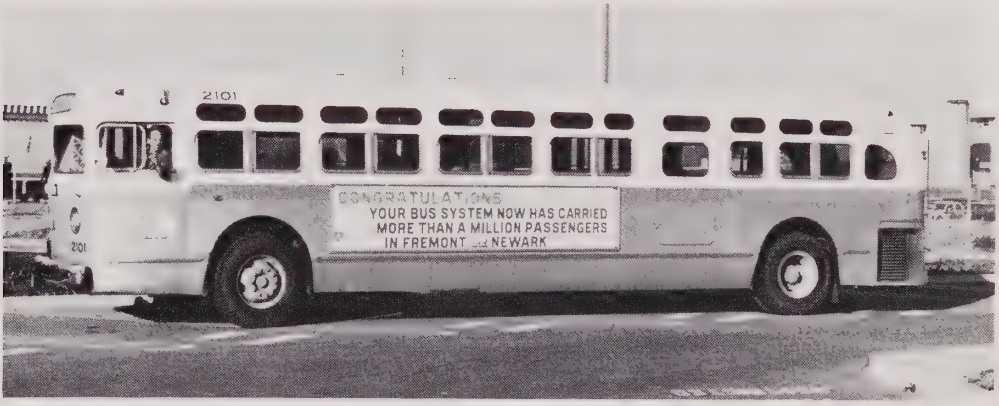
All divisions beat safety goal in March

All divisions beat the safe driving goal for the month of March, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District-wide average for March was 15,536.

Division 6 tallied 29,754 miles while Division 2 drivers scored 15,744 miles recorded per mishap.

During March, Division 4 achieved 14,657 miles and Division 3 marked up 13,854 miles driven per accident.



SALUTATIONS!—Driver Gilbert Travers waves his congratulations to Fremont and Newark riders who have now passed the 1,000,000 passenger mark. Travers, a Fremont resident, helped open the Newark division yard last November.

NEW EMPLOYEES

AC Transit welcomed these new workers in January, February and March

Charles F. Adams
Transportation
Seminary

Robert J. Bailey
Transportation
Seminary

Luther Benn
Transportation
Emeryville

Mary V. Brown
Transportation
Seminary

Albert W. Coleman
Transportation
Seminary

Kathryn E. Davis
Transportation
Emeryville

Linda A. Dorris
Transportation
Emeryville

Laura G. Fernandez
Transportation
Seminary

Ruia M. Gabriel
Transportation
Emeryville

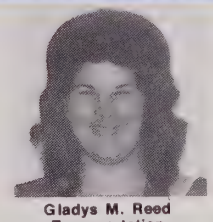
Kenneth A. Hoke
Transportation
Seminary

Dennis J. Holiman
Transportation
Newark

Odie L. Latigue
Transportation
Seminary

Marva D. Lun
Transportation
Seminary

Barbara R. Reece
Transportation
Seminary



Gladys M. Reed
Transportation
Emeryville

Phyllis A. Santos
Transportation
Seminary

NEW EMPLOYEES

AC Transit welcomes these new workers

Cathleen M. Skinner
Transportation
Seminary

Norman T. Sowell
Transportation
Seminary

Vernon C. Thomas
Transportation
Seminary

Patricia Webb
Transportation
Seminary

Erma L. White
Transportation
Seminary

Gregory P. Wykoff
Transportation
Seminary

Six pensioners taken by death

Six pensioners died in recent weeks.

Former driver *Martin S. Hatten*, 64, died March 19.

Hatten, of Rohnart Park, worked from April 24, 1951 to Feb. 1, 1967.

He is survived by his widow Marie A. Hatten.

Retired driver *Charles A. Cramer* died March 24 following a long illness.

Cramer, 65, began his career on Nov. 16, 1945 and worked to 1968.

Cramer, of San Leandro, is survived by a sister, Dorothy Nelson; a brother, Leo A. Cramer and a nephew, Ronald W. Nelson.

Retired driver *William E. Hahn*, 75, passed away Feb. 11.

Hahn, of Walnut Creek, began his career on April 15, 1925 and retired May 1, 1967.

He is survived by his widow, Alexia.

Former mechanic *Robert Chapin*, 83, died Feb. 28.

He retired on June 1, 1958 after having worked since July 22, 1926.

Chapin is survived by his widow, Julia, of San Francisco.

Retired driver *James K. Moore*, 68, died March 6.

Moore retired March 1, 1973 after having worked since June 13, 1946.

He is survived by his widow, Clara.

Former key punch operator *Sylvanus T. Abbott*, passed away March 8.

Abbott, 72, served the District from Nov. 3, 1952 to Jan. 1, 1973, when he retired.

Abbott, an Oakland resident, is survived by a daughter, Patricia Martin.

February Financial Report

Passenger Trips	Feb. 1976	Feb. 1975	%Change
East Bay	3,564,553	3,209,007	11.1
Transbay	1,018,749	989,047	3.0
Fremont/Newark	71,876	47,379	51.7
Contract Services:			
BART	73,422	43,918	67.2
Concord*	37,633	—	—
Pleasant Hill**	7,658	—	—
Total	4,773,891	4,289,351	11.3
Fare Revenue			
East Bay	$ 663,500	$ 632,136	5.0
Transbay	512,729	526,627	-2.6
Fremont/Newark	13,269	9,169	44.7
Contract Services:			
BART	23,871	15,726	51.8
Concord*	5,931	—	—
Pleasant Hill**	1,214	—	—
Total	$1,220,514	$1,183,658	3.11
Service Miles			
East Bay	1,294,154	1,273,077	1.7
Transbay	717,193	731,353	-1.9
Fremont/Newark	62,643	68,664	-8.8
Contract Services:			
BART	120,509	121,257	-.6
Concord*	36,136	—	—
Pleasant Hill**	9,056	—	—
Total	2,239,691	2,194,351	2.07

*Contract service in Concord inaugurated Sept. 8, 1975
**Contract service in Pleasant Hill inaugurated Dec. 8, 1975

Total operating expense for February 1976 was $3,558,096 while operating income was $1,434,246. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $3,903,574 and was sufficient to cover operating deficit and full bond debt requirements.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed an increase of 3.16 percent in total passengers carried.

3 year passenger trip comparison

Actions of the Board

At an adjourned regular meeting March 24, the Board of Directors:

- Awarded contract for mechanical bus washer to Lark Car Wash Systems, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contracts for nine automobiles and four trucks to lowest responsive bidders, subject to compliance with specifications, on motion of Director Nakadegawa.
- Awarded contract for 300 bus stop poles to P.E. O'Hair & Co., subject to compliance with specifications, on motion of Director Berk.
- Awarded contract for bus stop signs to Kreskey Signs, Inc., subject to compliance with specifications, on motion of Vice President McDonnell.
- Established 25-cent cash fare with no transfer privileges for subscription bus service in West Winton Hayward Industrial Area, on motion of Director Nakadegawa.
- Authorized one District representative to participate in APTA Legislative Conference, on motion of Director Bettencourt.
- Authorized one District representative to participate in APTA Operations Division, on motion of Director Rinehart.
- Authorized continuance of present discount fare policy for senior citizen and handicapped patrons, on motion of Director Rinehart.

Transit-Times

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WILLIAM J. BETTENCOURT ..... Ward IV

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JOHN F. LARSON ..... Treasurer-Controller
ANTHONY R. LUCCHESI ..... Maintenance Manager
ROBERT E. NISBET ..... Attorney
STANLEY O. PEARCE ..... Superintendent of Safety and Training
LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

At a regular meeting April 14, the Board of Directors:

- Referred bids for 23 twenty-five foot buses to management for evaluation and recommendation, on motion of Director Bettencourt. (See story, Pg. 8)
- Authorized Office of Procurement, Department of General Services of State of California to purchase three trucks on behalf of AC Transit, on motion of Director Rinehart.
- Authorized board members to attend APTA Western Conference, on motion of Vice President McDonnell.

Two drivers enter life of leisure

Two District drivers are enjoying their recent retirements this month after long careers in public transit.

Frank Bordwell, 68, retired April 1 following 35 years as an operator.

Bordwell was stationed at Emeryville Division many years.

Harry Hunziker, also an Emeryville Division operator, is basking in retirement this month.

Hunziker, 56, joined the company on March 11, 1946.

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Vol. 11, No. 11 MAY 1970

Transit-Times

INSTITUTE OF GOVERNMENTAL STUDIES
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Summer Sunshine Fun Tours begin soon

MILLION MILES YOUNG—Another "new look" coach recently ticked off its one millionth mile of service, bringing to nine the number of District buses which have reached that magic number. Their longevity the product of nationally recognized maintenance standards, the refurbished million-mile buses seem to be getting better, not older. Pictured at Richmond's Civic Center, the buses began operating in 1960 and early 1961. Fifteen years later the buses continue to operate out of different divisions as part of AC Transit's fleet of 797 coaches on East Bay and transbay lines.

San Francisco strike effect

Latest figures show increased Reliance on public transportation

Bus ridership was showing healthy growth on District lines in the East Bay and across the Bay Bridge before the municipal strike in San Francisco.

After the strike ended, ridership seemed to be returning to the growth trends of previous months, with East Bay patronage shooting ahead and transbay recovering the losses caused by the San Francisco shutdown.

Strike ridership

Even during the first week in April, riding on local lines in the East Bay was holding its own and transbay passenger trips were down only two percent, despite the lack of San Francisco Muni bus connections at the Transbay Transit Terminal.

Unknown factors cited

But the figures don't show the new people who might have been taking the bus or the people who were not riding as much as usual. Nor does the District yet know how many regular riders returned to their automobiles.

Passenger trips for the first four weeks in March showed an overall increase of 13.04 percent compared to a similar period a year ago.

Transbay trips were up 13.56 during the 28 day period in March, while East Bay riding was up 12.88 percent.

Alan L. Bingham, general manager, said East Bay lines started to build upwards about two years ago and except for strike periods and the aftermath, growth has been constant.

Transbay lines had been showing constant growth since the first of the year.

More coaches added

As result of transbay riding increases, the District added buses to commute service on Line R-F, a long haul line from Hayward; and an additional bus to the morning commute run on Line FXX from Berkeley. Growth also has been noticeable on Line V-Montclair, Line RCV-Castro Valley and Line S-San Lorenzo.

Increase retained

Passenger loads have remained constant and the extra buses now are part of the regular schedule.

Before the San Francisco strike, AC Transit was averaging 210,000 passenger trips per day, but was ranging on some days up to 219,000 or 220,000.

Summer adventure offered in tours

"Let's take a boat to Bermuda. Let's take a train to St. Paul," the song says.

If you can't catch the boat to Bermuda and you miss the train to St. Paul, you might consider the District's Summer Sunshine Fun Tours to "get away from it all."

The District is again this year offering the popular excursions. Nineteen different trips will be on the agenda.

Destinations run from Carmel and Monterey to the wineries of Napa and Sonoma counties. Trips include visits to festivals, special events, historical sites, national and state parks and regional shopping centers.

THE COVER — Summer Sunshine Tour enthusiasts visit Frontier Village Amusement Park, top left, as riders prepare for another tour departure at Oakland's Jack London Square, right. Below, eight-year-old Yaka displays her poise at Marine World.

This is the 10th year the District has operated special sightseeing tours for Bay Area residents and visitors. Last year, some 6,000 riders enjoyed the excursions.

The purpose of the tours is to provide people who do not have private transportation, or who prefer not to drive by themselves, an opportunity to enjoy the summer events in Northern California.

Cost of tours

Cost of the tours range from $7 to $12 per person for adults, with a reduced fare for children under 18. Tour prices include all admission fees and travel costs, but do not include lunches.

All tours depart from and return to Jack London Square in Oakland and operate approximately between the hours of 9 a.m. and 5 p.m.

Among the other points of interest scheduled this year are: Carmel, Monterey, Sonoma, Jack London State Park, Alcatraz Island, Marine World, Great America, Frontier Village, Columbia State Park and Los Gatos.

Persons interested in securing a detailed brochure on the tours may call 654-7878, Ext. 314, or write AC Transit Summer Sunshine Fun Tours, 508 16th St., Oakland, Calif. 94612.

MORE than just marine life can be found at Marine World, which will be visited by Summer Fun Tours every Wednesday.

Open recruitment For eligibility list Reaches thousands

More than 14,000 employment applications packages for bus driver were handed out in an Oakland shopping center last month, in an unusual two-day arrangement to reach a broader market of job hunters.

In going to open recruitment for the first time, the District is using applications received to develop an eligibility list for bus drivers which will remain in effect for one year.

Some 8,000 applications were filled out and returned.

Preliminary screening has indicated the District can fulfill its requirements from applicants with bus driving experience.

WALKER'S YOUNG FRIENDS CROWD TO PROCLAIM FRIENDSHIP

Driver wins spirited teenagers with smile

The task of deftly and daily handling a busload of spirited teenagers might seem awesome to some, but driver Carey Walker took over such a route last Fall — and by Spring had received a hand-made plaque of appreciation from his youthful riders.

When he first took the line, vandalism had reached a point that the Moreau High School principal made a special plea to students to cool it.

Walker began driving Line 82-Mission Blvd. in September. The line passes Hayward's Moreau High School and is heavily used by students.

"When I first took it over, they were tearing the seats and pushing all the windows open...really being pretty rowdy.

"But rather than scream at them, I'd just talk to them and ask how they'd feel if the glass broke and some one lost an eye forever," Walker said.

As time passed, the high schoolers warmed so much that 18-year-old Christina Bento, a senior, decided it was time to show their appreciation to the driver "for being such a nice guy."

"I got everybody together and we decided to pool our money to buy material to make a plaque. We made it ourselves and surprised him with it," Miss Bento said.

The plaque reads: "To a fantastic bus driver. C. B. Walker." It carries a youth fare ticket and is signed the "81A kids."

The affection was obvious as 40 high school students left class recently with yells of "There's Carey. Where've you been?"

Walker explained he was on vacation but missed their company as much as they missed him.

Cost of living Wage boost Granted again

A cost-of-living allowance of 3 cents per hour is being paid to all hourly employees this month, in accordance with the District's contract with Division 192, Amalgamated Transit Union.

The pay hike, which became effective April 25, brings total cost-of-living adjustments to 39 cents. Salaried employees are receiving an equivalent wage boost.

The Federal Cost-of-Living Index is the basis for such allowances, which have occurred 19 times since the program began in January, 1969.

Contract awarded for small buses

The District has awarded a contract to Minibus of Downey, Calif. for 23 newly designed small buses slated for neighborhood use.

Included in the contract is an option to purchase 11 more coaches for suburban areas. The option may be exercised within 45 days of contract signing.

The Board of Directors awarded the contract after seeking bids twice. First bids were rejected in February due to high cost. A total of about $165,000 was saved over earlier prices by a change in specification.

The Minibus coach was bid at $49,088 per bus plus sales tax and a delivery cost of $265 per coach. Minibus was the only responsive bidder, with projections of a streamlined, 25-foot long, heavy duty coach designed to match larger buses expected on the market later this year.

The District began searching for a small bus which could meet its nationally recognized maintenance standards in 1970.

The 23 small buses are destined for Fremont and Newark. Delivery is expected in September and October.

'Wild Bill' Elliott proves nickname wrong, Reaches 25 years of accident free driving

Operator Werth Elliott is known to his friends as "Wild Bill," but the milestone he reached last month proves he's anything but a wild driver.

SERVED WITH SAFETY—Driver Werth Elliott proudly receives his 25 year Safe Driving pin from General Manager Alan L. Bingham. Elliott is one among 12 District operators who have reached the prestigious level of dedicated service.

On April 5, Elliott became the twelfth District operator to have reached 25 years of driving a bus without a chargeable accident.

Some 70 co-workers, family and friends gathered at Seminary Division April 22 to celebrate the event with congratulations, cake and fellowship.

General Manager Alan L. Bingham welcomed Elliott to the elite group of 25 year safe drivers and presented him with a pin signifying the event.

Elliott joined the District's predecessor company in October, 1945 as a bus driver and transferred the following May to street cars as a motorman.

When street car service was discontinued in 1947, he returned to bus driving out of Richmond Division. In 1952, Elliott transferred to Seminary Division where he continues to work.

He and his wife, Barbara, who has made a charm bracelet out of Elliott's annual safe-driving pins, live in San Lorenzo with their three sons. They have a daughter residing in Ohio.

Harold M. Davis, Retired executive, Taken by death

Harold M. Davis
1912-1976

Harold M. Davis, former District assistant general manager for personnel, died May 10.

Davis, 63, had been hospitalized at UC Medical Center in San Francisco for two weeks prior to his death.

Davis left the job Aug. 25, 1975, after 38 years in public transit.

He had been instrumental in conducting labor negotiations for the District for 15 years.

Davis was named personnel manager when AC Transit began operation in Oct., 1960.
executive assistant to the general manager on June 13, 1962.

Previously he worked with the privately owned National City Lines, which brought out Key System, AC Transit's predecessor.

He is survived by his widow Mary, of Hayward, and a sister, Loretta Haskins, of San Francisco.

Former operator *Raymond M. Trackwell*, 85, died in La Mesa, Calif. April 26.

Trackwell began his career with the District's predecessor company on April 12, 1912 and worked until June 1, 1959.

He is survived by two sons, Wayne and Russell Trackwell; and a daughter Darleen Johansen.

Driver *Clifford M. McDonald* passed away May 7. McDonald, of Richmond, operated out of Richmond Division, having worked for the District since Oct. 18, 1960.

He is survived by his widow, E. Lorraine McDonald and a daughter, Ginger Guy.

Retired operator *Lawrence Borba*, 65, died May 11.

Borba, of San Lorenzo, began his career June 6, 1951 and served his passengers until July 1, 1975.

He was stationed in Seminary Division.

Borba is survived by a son, David J. Borba; and two daughters, Patricia McDonald and Sandra Peters.

INFORMATION PROVIDERS—AC Transit Instructor George Silva, left, and Operator John Warren assist Chabot College student Victoria Moreau in explaining bus service to the college in Hayward. AC Transit displayed a bus and informational materials during the Community Day celebration at the campus last month.

Passenger Trips	Mar. 1976	Mar. 1975	% Change
East Bay	4,060,506	3,455,491	17.5
Transbay	1,253,565	1,065,156	17.7
Fremont/Newark	83,885	53,400	57.1
Contract Services:			
BART	85,972	48,905	75.8
Concord*	42,573	—	—
Pleasant Hill**	9,239	—	—
Total	5,535,740	4,622,952	19.7
Fare Revenue			
East Bay	$ 762,783	$ 686,702	11.1
Transbay	647,212	578,261	11.9
Fremont/Newark	15,357	10,256	49.7
Contract Services:			
BART	28,117	17,494	60.7
Concord*	6,647	—	—
Pleasant Hill**	1,403	—	—
Total	$1,461,519	$1,292,713	13.1
Service Miles			
East Bay	1,486,896	1,403,153	6.0
Transbay	857,359	797,787	7.5
Fremont/Newark	73,375	75,156	−2.4
Contract Services:			
BART	142,824	132,095	8.1
Concord*	41,382	—	—
Pleasant Hill**	10,419	—	—
Total	2,612,255	2,408,191	8.5

*Contract service in Concord inaugurated Sept. 8, 1975
**Contract service in Pleasant Hill inaugurated Dec. 8, 1975

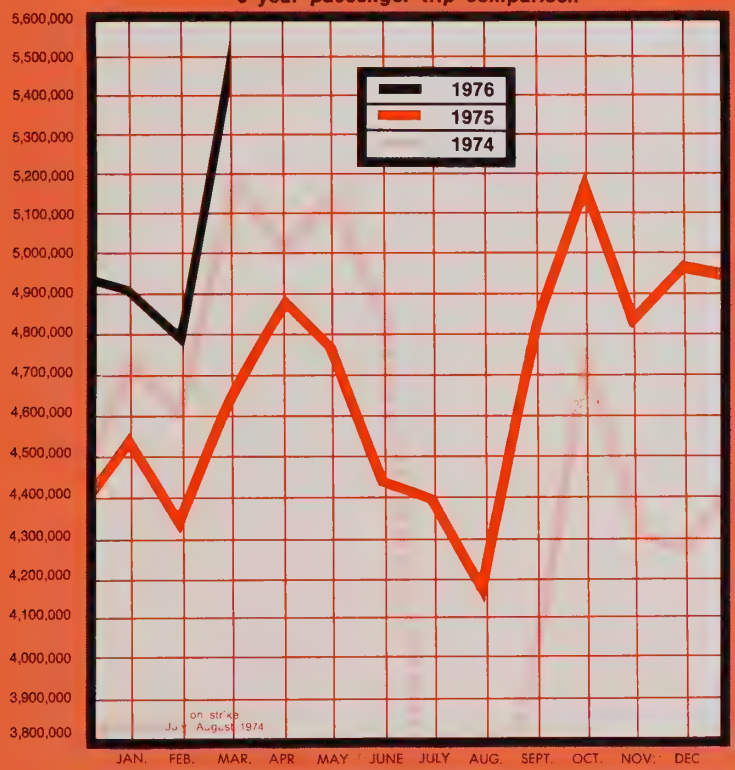
March Financial Report

Total operating expense for March 1976 was $4,012,563 while operating income was $1,721,314. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,141,832 and left a deficit of $90,952 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed an increase of 10.16 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting April 28, the Board of Directors:

- Awarded contract for twenty-three 25-foot buses to Minibus, Inc., subject to UMTA approval, on motion of Director Rinehart. (See story, Pg. 5).
- Discontinued night service after 9:02 p.m. on Line B-San Francisco on three month trial basis and directed service adjustment on Line T-San Francisco to reflect present patronage, on motion of Director Berk.
- Authorized termination of three-month trial subscription bus service to West Winton Hayward Industrial area at conclusion of the experimental project on April 30, 1976, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting May 19, the Board of Directors:

- Adopted resolution memorializing the late Harold M. Davis, retired assistant general manager for personnel, and expressing sympathy to his family on his untimely death, on motion of Director McDonnell. (See story, Pg. 6)

Transit-Times

Published monthly by the
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LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

Sole bid received on articulated Buses studied by CALTRANS

Evaluation of the sole responsive bid received for articulated buses, which priced each coach at $171,163 before delivery, is being made this month by CALTRANS to determine economic feasibility.

The quoted price was received by CALTRANS, which handled bid procedure for AC Transit and 10 other properties who jointly are interested in buying 325 articulated buses as a means of increasing productivity.

M.A.N. of West Germany offered the bid in conjunction with AM General, setting delivery price at $961 per bus.

General Manager Alan L. Bingham told Board members CALTRANS would analyze the bid in comparison with bids quoted to Seattle Metro and also with prices charged in Europe.

Current specifications call for air conditioning, which was not included in Seattle specifications. Seattle also built into their purchase an escalator clause.

Additional funding also must be secured before purchase could be made Bingham said.

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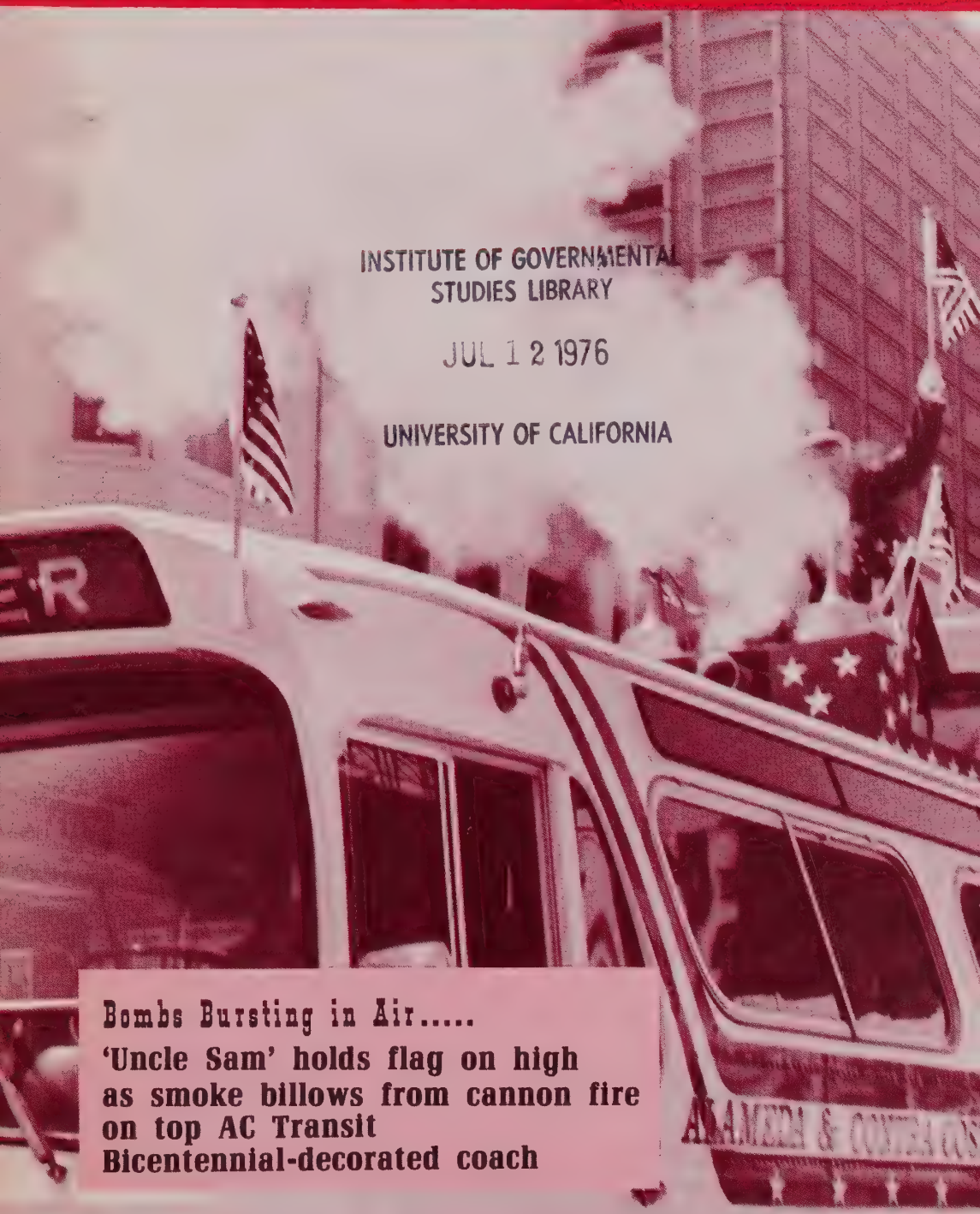


Bombs Bursting in Air.....

'Uncle Sam' holds flag on high as smoke billows from cannon fire on top AC Transit Bicentennial-decorated coach

Our 'Stockholders' Write

I am in recruit training at the Coast Guard base. This past Saturday I went on liberty. I had occasion to ride several of your buses and would like to make some comments.

Please sit down as you probably don't get many letters like this. I found your drivers very helpful and courteous. I had no trouble getting anywhere.

When I got on a bus the driver could always tell me where to make my connections and which buses to take. I would like to give you my thanks for helping make my only liberty a success.

Lawrence Clark
United States Coast Guard

* * *

We want you to know how much we admire the way *D. L. Safford* handled a difficult situation. Recently my husband and I boarded the bus at Jack London Square. The bus was empty except for two little girls, one six years old and the other about twelve. The older child was weeping loudly, as they were lost and on the wrong bus.

The driver patiently tried to extract information from them as to where they wanted to go, but the older child was deaf and the younger had limited knowledge.

The deaf child could not be comforted, the six year old was disgusted because her sister had gotten her lost. *Mr. Safford* continued to reassure them that he was trying to help.

When we got to Broadway and 13th St. the older deaf child became very anxious and tried to communicate that she wanted off as she recognized that here was where she was supposed to deboard.

However, the six year old refused to budge and the older would not leave without her. *Mr. Safford* remained a picture of calmness throughout all these hysterics and finally managed to convince the six year old that she should go with her sister.

We expressed our admiration for the way he had handled the whole difficult situation and want you to know too.

Mrs. Stanford Davis
Tracy

* * *

I wish to commend one of your bus drivers, *Willie Samond*. I was a passenger on his bus from the Oakland Airport not long ago, and it is refreshing to encounter a courteous, competent and helpful driver.

Mr. Salmond made a special effort to help me make connections to my destination and his courtesy, at the end of a tiring business trip, was most appreciated.

I also would mention that your clean and well maintained equipment is also appreciated.

Thomas T. Lunde
San Francisco

Service cuts possible due to deficit

Preliminary operating estimate adopted

The District board of directors has adopted a preliminary operating estimate for the next fiscal year which would continue improvements credited with sparking a soaring increase in bus riding.

But at the same time, directors pointed out before the final budget is adopted, consideration has to be given to fare increases, cuts in service on low patronage lines and other austerity methods to help cover an escalating deficit situation.

Tax rate set in August

The board took its action this month to authorize spending starting July 1. Further meetings will be held before the final estimate is adopted and the tax rate set. The District property tax rate is adopted in August.

The preliminary budget estimates total expenses, including operations and bond debt service, at $57,186,000, an increase of $8,073,000 over the current fiscal year.

Revenue, including property taxes, is estimated at $40,253,000, leaving a deficit of $16,933,000.

Federal and state subsidies are projected at approximately $11,400,000, leaving some $5,533,000 to be funded with contingency reserves.

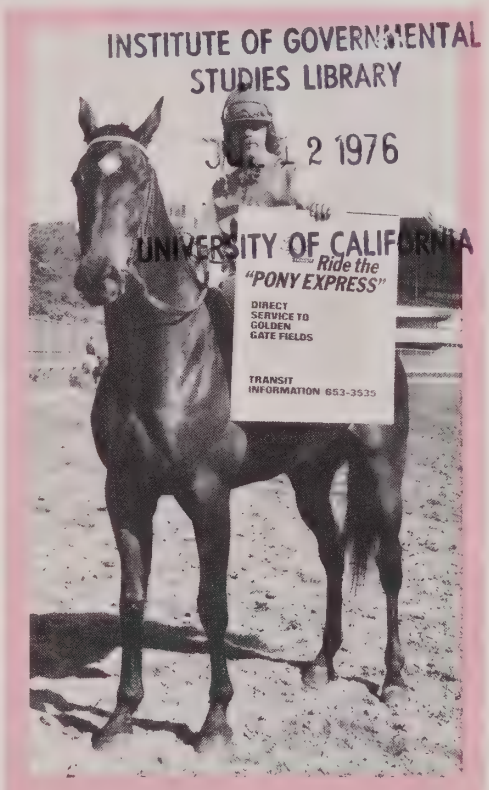
Contingency funds endangered

Ray Rinehart, chairman of the board finance committee, observed the budget could wipe out all contingency funds, leaving AC Transit drastically short next year and years after that.

The District payroll, plus fringe benefits, is estimated at $46,228,500 or 80.8 percent of the budget. The other single escalation item is a $502,000 increase in the prices and volume of fuel and oil estimated to be consumed.

"The deficits projected in the next five years are so staggering it appears only the State legislature can help with new sources of funding," Alan L. Bingham, general manager, told directors.

Of the total expenditures of approximately $57.2 million, $49.7 million is estimated for District 1, which covers East Bay cities stretching from San Pablo to Hayward. Expenditures for District 2, which covers Fremont and Newark, are estimated at $3.6 million.



WIN, PLACE OR SHOW — Jockey Randy Schact carries the word atop "El Selecto" in displaying sign promoting use of the District's direct service to Golden Gate Fields during racing season. Ridership dropped this year due to a strike at the track, but "Pony Express' useage was heavy once the strike was settled. Signs were produced for use in public areas at the track, to encourage further use of special service.

PRESIDENTIAL hopeful Ronald Reagan addresses the press at Oakland campaign stop before his entourage boarded AC Transit Bicentennial buses chartered for trip to Walnut Creek and Rossmoor where the candidate spoke.

Lost and Found clerk

20-year veteran to recover lost leisure

Martha Nielsen, who since 1956 has been synonymous with the Lost and Found Department, has left misplaced goodies behind her for the quiet pleasures of retirement.

Changed frowns into smiles

After close to 20 years of turning a rider's anxious frown into a grateful smile by returning lost valuables, Mrs. Nielsen now plans to enjoy expanded leisure through gardening and visits to relatives in Denver, Colorado.

She began her career on Dec. 17, 1956 as lost property clerk and held that position until retirement.

A silver serving set was presented her by friends and co-workers at a recent retirement luncheon hosted in her honor.

Safety goal Reached by All divisions

All divisions beat the safe driving goal for the month of May, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District-wide average for March was 15,227.

Division 6 tallied 47,821 miles while Division 2 drivers scored 14,943 miles per mishap.

During May, Division 4 achieved 14,205 miles and Division 3 marked up 13,754 miles driven per accident.

THE IDEA PAYOFF—Radio Technician G. E. Shelden, Jr., receives the AC Transit VIP (Valuable Ideas Program) award from General Manager Alan L. Bingham. Shelden designed a radio communication system using existing equipment, rather than newer and more specialized material. The design is estimated to result in first year savings of $4,000 to the District. For his idea, Shelden received a check for $400, the highest amount given in the program to date.

Two drivers added to 25-year safety club, First woman reaches coveted milestone

Two more District operators have joined the national elite of transit workers by reaching 25 years of driving without a chargeable accident. One of them becomes the first female AC Transit driver to have done so.

Number grows to 14

Her success, and that of driver Charles McAdams who acquired 25 years last month, brings to 14 the number of 25-year AC Transit safe drivers.

Friends and co-workers gathered at Emeryville Division June 7 as Mrs. Reba Gauer was honored with congratulations, cake and fellowship.

Before joining Key System in June, 1944, as a street car operator, Mrs. Gauer worked for Los Angeles Railway as a conductor.

When motorization of street car routes began, she transferred to buses for a short time, but returned to street cars until 1947 when she moved to Emeryville Division as a bus driver.

Still stationed in Emeryville, Mrs. Gauer has only four avoidable accidents on her record and all occured during her first four years as a bus driver.

Married to Emeryville Superintendent Bill Gauer, she makes her home in San Pablo.

McAdams, who is stationed at Seminary Division, received his 25-year pin May 25 when family and friends swelled the crowd of workers celebrating his achievement.

He won his first year safe driving award in 1948 and has become the tenth Seminary driver to reach 25 years.

Began on Treasure Island

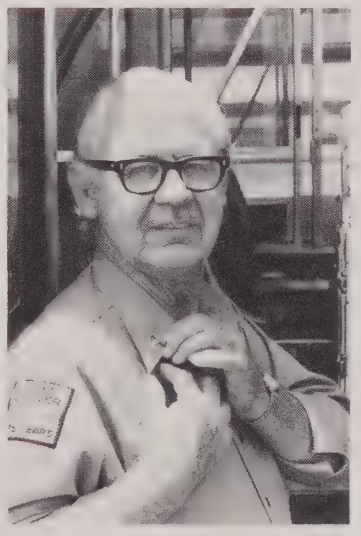
McAdams' first association with Bay Area public transit was in 1939 when he worked for Key System on Treasure Island during the World's Fair. He operated a shuttle between trains and ferries.

McAdams served in the Air Force from 1942 until 1945. Following his military discharge, he returned to Key System, this time as an operator out of Emeryville Division.

When Seminary Division opened in September, 1947, he transferred to that post, deciding to remain.

McAdams lives with his wife, Louise, in Hayward.

THE PRIDE of a job well done is seen in the faces of operators Reba Gauer, left, and Charles McAdams who display their recently received 25 year safe driving pins and arm patches. Both have completed 25 years of driving without a chargeable accident. Some 12 other drivers of the District's 1,300 operator work force have done so.



Uncle Sam, District salute Bicentennial

AC Transit has put "Uncle Sam" on top of its bicentennial-decorated bus to salute the nation's 200th birthday in a cloud of smoke, the shattering boom of cannons and the flag waving on high.

The result might compare with what happened back in America's early days when bombs really were bursting in air. The view of the AC Transit "production" in bicentennial parades also is being likened to the battle between the Merrimac and the Monitor.

It's a blast. Actually, the parade unit is a result of inter-departmental cooperation.

The maintenance department has built a platform covered with red, and spangled with white stars, so Nicholas P. Alevizos, Richmond division superintendent, can perch on top of the bus dressed as Uncle Sam.

A driver's seat from a long-retired bus and stanchions from the same 1947 model coach provided a railing — and a stalwart position.

Cannons bursting in air

Alevizos, reaching back to the days when he took part in Shriner parade activities, added three miniature cannons. All were mounted on the platform, along with a siren powered by a 12-volt battery. The platform was planned and executed in four days under the direction of AC Transit Maintenance Manager A. R. Lucchesi.

The bus is one of two already painted white, with red and blue stripes, for use on AC Transit lines in commemoration of the nation's founding.

With "Uncle Sam" on top, the unit has reached top priority for use in community celebrations. And if senior citizens want to ride on board, windows will be pushed back and the passengers given bicentennial flags to wave out of the window.

THE COVER — With cannons bursting in air, Uncle Sam proclaims AC Transit's salute to the nation's founding 200 years ago. The scene occured June 12 in Oakland's Bicentennial parade and is slated for similar parade participation in other District area communities. Uncle Sam is played by Richmond Division Superintendent Nick Alevizos.

Fleet Owner award For Maintenance Bestowed on District

For the 14th consecutive year, AC Transit's maintenance department has been awarded the Fleet Owner Maintenance Efficiency Award.

Ceremonies were to be held June 23 in Chicago with Joe Galindo accepting the award and congratulations from the National Fleet Owners' Conference.

The honor is bestowed upon those transit properties whose record of equipment maintenance meets standards based on number of miles per year in use, longevity and safety.

One employee, pensioner taken by death

Supervisor *George T. Maltby* died suddenly May 21.

Maltby, 43, began his career in public transit on Nov. 8, 1961.

He is survived by his widow, Linda, of Pittsburg; three daughters, Annette, Katherine and Pamela Maltby and a son, Paul Meltzer.

Former mechanic *Nick J. Burgeles*, 82, died May 19.

He joined the District's predecessor company on Oct. 21, 1920 and worked until March 1, 1952.

He is survived by his widow, Victoria, of Santa Cruz and two sons, John and Nick Burgeles.

April Financial Report

Passenger Trips	April 1976	April 1975	% Change
East Bay	3,672,585	3,634,567	1.0
Transbay	999,847	1,110,315	-9.9
Fremont/Newark	82,511	59,686	38.2
Contract Services:			
BART	81,062	52,547	54.3
Concord*	40,149	—	—
Pleasant Hill**	9,013	—	—
Total	4,885,167	4,857,115	.6
Fare Revenue			
East Bay	$ 697,737	$ 716,925	-2.7
Transbay	512,441	591,833	-13.4
Fremont/Newark	15,356	11,312	35.7
Contract Services:			
BART	26,436	18,467	43.2
Concord*	6,367	—	—
Pleasant Hill**	1,280	—	—
Total	$1,259,617	$1,338,537	-5.9
Service Miles			
East Bay	1,420,423	1,417,847	.2
Transbay	805,856	824,069	-2.2
Fremont/Newark	70,444	77,499	-9.1
Contract Services:			
BART	136,727	141,849	-3.6
Concord*	40,097	—	—
Pleasant Hill**	9,966	—	—
Total	2,483,513	2,461,264	.9

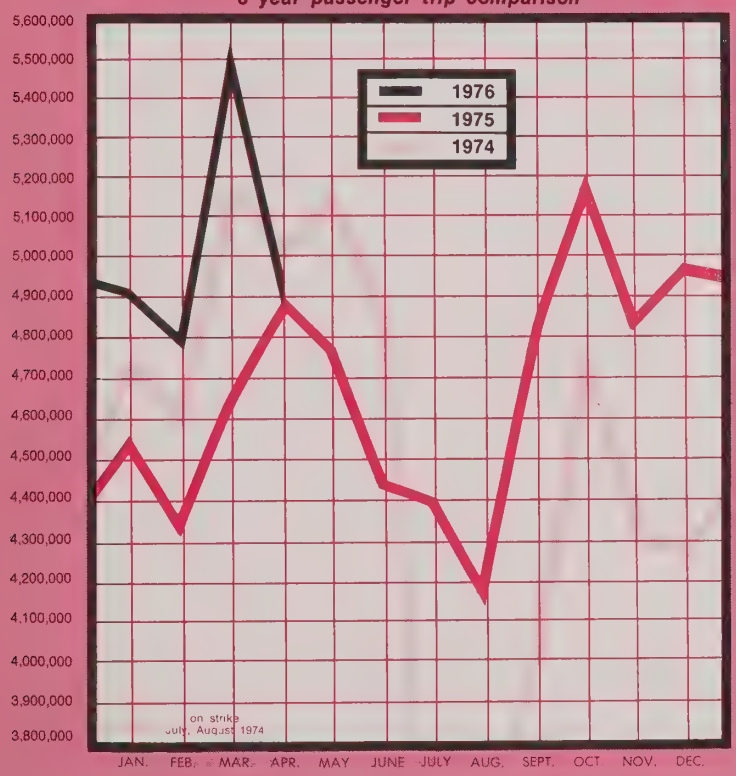
*Contract service in Concord inaugurated Sept. 8, 1975
**Contract service in Pleasant Hill inaugurated Dec. 8, 1975

Total operating expense for April 1976 was $3,811,577 while operating income was $1,522,664. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $3,945,278 and left a deficit of $89,599 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 1.24 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting May 26, the Board of Directors:

- Authorized one District representative to attend Chicago Transit Authority Technical Institute, on motion of Director Nakadegawa.
- Expressed opposition to S.B. 1687, as amended, on motion of Director Bettencourt.
- Approved advertising budget of $267,600 for inclusion in Operating Estimate for fiscal 1976-77, on motion of Director Bettencourt.

* * *

At a regular meeting June 9, the Board of Directors:

- Authorized one District representative to attend National Fleet Owners Conference, on motion of Director Rinehart. (See story, Pg. 6)
- Expressed opposition to A.B. 4522, on motion of Director Bettencourt.
- Adopted preliminary Operating Estimate for fiscal 1976-77, on motion of Director Rinehart. (See story, Pg. 3)

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St., Oakland, California 94612
Telephone (415) 654-7878

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RAY RINEHART ..... Director at Large
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WILLIAM E. BERK ..... Ward II
WILLIAM J. BETTENCOURT ..... Ward IV

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ALAN L. BINGHAM ..... General Manager
VIRGINIA B. DENNISON ..... Public Information Mgr
J. DALE GOODMAN ..... Transportation Manager
OZRO D. GOULD ..... Claims Manager
JOHN A. KRAJCAR ..... Purchases and Stores Mgr.
JOHN F. LARSON ..... Treasurer-Controller
ANTHONY R. LUCCHESI ..... Maintenance Manager
ROBERT E. NISBET ..... Attorney
STANLEY O. PEARCE ..... Superintendent of Safety and Training
LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

New furniture brightens District offices

Offices throughout the District took on a bright, new look this month with completion of new furniture installation at all divisions, general and executive offices.

More attractive office decor is highlighted by modern design desks, chairs, filing cabinets and credenzas in colors of walnut, apricot and peat.

Planning for the switch to new office accommodations had been in effect for close to two years, with initial bid specifications being drawn in August 1974.

Delivery began in March this year and is now 98 percent complete, according to John Krajcar, Purchasing and Stores Department manager.

Total cost of the project was $160,809.60, of which 80 percent was funded by a grant from the Urban Mass Transportation Administration.

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Vol. 19, No. 1 JULY 1976

Transit-Times

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AUG 10 1976

UNIVERSITY OF CALIFORNIA

Regional discount Program celebrates First anniversary

Our 'Stockholders' Write

Before going to an A's game recently, I had a most pleasant experience. My wife and I decided to take the bus to the ball game.

The bus driver, *Daryl R. James,* was the most courteous and efficient bus driver I have ever seen. After I had put in the wrong change he politely corrected the situation without embarrassment to either of us. When some crude and boisterous passengers shouted at him without any reason, he calmly handled the situation without incident.

As this was my first trip to the Coliseum by bus, I started to get off before arrival at the gate. He was sharp enough to discern that we were going to the ball game and told us to wait and that he would let us know where to get off, which he did.

The ride was pleasant and it was a happy feeling to see a man handle a tough job with such ease.

Leo Fried
San Francisco

* * *

I called your service operator on June 30th at 7:30 p.m. With a possible BART strike expected it was very busy, I'm sure.

In view of this I would like to commend *Beverley Maloney.* She was extremely helpful and pleasant. Clerks as friendly and efficient as she was are a great asset to your service.

Linda Hodges
Kensington

I wish to bring to your attention a complaint that I have about an incident which occurred on the U line.

I left my office at 5:15 p.m. only to notice that my bus was departing. It is scheduled to leave at 5:24 p.m. I had to wait for some time to board the next bus which passes the intersection.

I was upset about this because I was to meet my wife at the Coliseum BART station and she was forced to wait more than 20 minutes. This was a clearcut case of a bus running early and I hope this problem can be corrected.

Mike Lucas
Pleasanton

(Ed. Note: Your letter contained further information which allowed us to identify the driver. Corrective action has been taken.)

* * *

Just a note to thank you for providing such good public transportation and to commend one of your superb operators.

Recently just outside the Alameda tube our bus had to reroute via a roundabout way to get into Alameda because of an accident in the tube.

Driver *C. A. Deller* managed the situation in such a way that all passengers reached their destinations with just minor delay.

We know it is your good management that ensures such good operators. So thank you very much.

Violet Fitzgerald
Alameda

Which driver will represent AC Transit?

Bay Area to host national 'Bus Roadeo'

The hunt for the best AC Transit driver is on — with the winner slated to carry the District colors into national competition at the First Annual Bus Roadeo of the American Public Transit Association.

The first nationally competitive "Bus Roadeo" will be held in San Francisco Oct. 18 and 19 with contestants representing APTA-member transit agencies from across the county.

Grand prize $1,000

Drivers will vie for the grand prize of a $1,000 savings bond, APTA traveling trophy and satisfaction of knowing his or her driving skills are thought to be the best in the nation.

Area competitions will be held prior to the national roadeo, with AC Transit selections scheduled for August.

District trials are Aug. 7, 14 and 21. Finalist competition will be Aug. 28. The winner will attend the national competition.

Dan Maroney, international president of Amalgamated Transit Union, has sent a letter to all locals encouraging participation in the roadeo.

"This roadeo provides an opportunity to extend recognition to bus operators for their contributions to the continued progress of local transit system," Maroney wrote.

Four test categories

AC Transit drivers wishing to compete will face four categories of competence in the selections. They include a 20-question safety quiz, pre-trip inspection ot a bus with several equipment problems, personal appearance and the driving test.

The operators will drive a coach through a test course designed with specific traffic problems. The driver's safety habits and ability to smoothly resolve or avoid driving hazards will be graded.

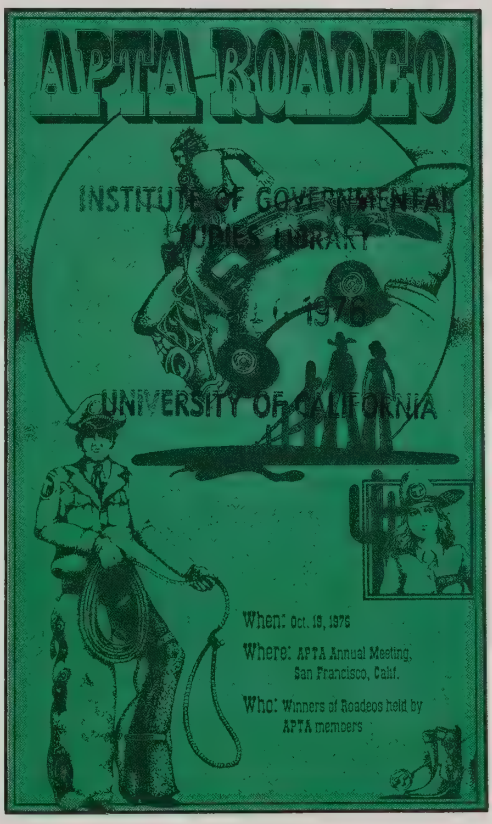
In addition to the $1,000 savings bond and traveling trophy, the grand prize winner of the national competition will receive a personal trophy as will the property he or she represented.

Runner-up of the national roadeo will receive a $500 savings bond, a personal trophy and a trophy for the agency represented.

All participants in APTA's national competition will be commemorated with a plaque signifying attendance.

All drivers entering AC Transit's local roadeo will receive a "Bus Roadeo" shoulder patch. Those qualifying for semi-finals will be listed on a Certificate of Achievement posted at division yards.

First, second and third place winners will receive personal trophies.



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1976
UNIVERSITY OF CALIFORNIA

What the Editors are saying about transit

THURSDAY
JUNE 17, 1976
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The OAKLAND Tribune

FINAL STOCKS
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VALLEJO HANDICAP
25c Daily

Buses: A Good Investment

One of the best investments taxpayers in the East Bay are making is the Alameda-Contra Costa Transit District, despite the $38.1 million deficit AC Transit expects to run up this year.

Bus fares account for only $19.1 million of AC Transit's expenses with another $21.1 million coming from property taxes. This still leaves a deficit of almost $17 million, which AC Transit is asking in state and federal assistance.

That's the bad news. The good news is that the number of bus riders has increased significantly from 4.6 million in March, 1975 to 5.5 million in March, 1976.

The more people who use AC Transit means there are more people who are not driving their cars. In turn, that means less cars clogging our streets and highways, less air pollution and less consumption of gas.

One of the reasons for the big jump in riders is the expansion of bus service to suburban areas. But those services have proven to be big money losers.

While Oakland-Berkeley buses generate 33 percent of their operating costs in the fare box, the Fremont-Newark lines bring in only 10 percent and Pleasant Hill-Concord only 9 percent.

But AC Transit would be ill-advised to cut back on those suburban operations, for they must be allowed to get a foothold in their communities.

That's why it is imperative that state and federal assistance be forthcoming. The property taxpayer is willing to pay his share, the rider coughs up his quarter a ride and the state and federal governments should contribute their part.

AC Transit operates one of the finest bus lines in the nation and to keep it that way, it must provide extensive services at a reasonable cost for its users.

San Leandro 'Gold Card' program continues Fare-free transit policy for senior citizens

San Leandro senior citizens will be able to continue free riding on District buses as guests of their city.

The Board of Directors last month approved continuation of the "Gold Card" program, which was started Sept. 1, 1974.

The program allows San Leandro senior citizens, 60 years or older, to ride buses free on local service during other than weekday commute hours.

The City of San Leandro covers expenses of the program.

Persons interested in obtaining the Gold Card may make application at San Leandro City Hall.

More agencies enter discount program, Joint effort reaches first anniversary

Stories of gratitude and new-found mobility mark the first year of a discount program for senior citizens and handicapped riders developed jointly by San Francisco Bay Area transit agencies.

Thousands of eligible patrons are now riding at reduced rates. A photo identification card permits discounted fares and the one card alone is honored by all nine agencies.

Thousands ride at discount

The Bay Region Transit Discount program began on July 1, 1975. One year later, approximately 22,100 cards for senior citizens and 11,600 for handicapped persons had been issued by all properties together.

Cards are issued free and discount is determined by each agency.

Agencies participating include AC Transit, BART, Golden Gate Transit, San Francisco Municipal Railway, Petaluma Municipal Transit, Vallejo Transit, Santa Clara County Transit, Santa Rosa Municipal Railway, and San Mateo County Transit.

San Mateo, Vallejo and Petaluma began honoring the card most recently, with San Mateo joining the program July 1.

Mobile issuance center

The discount cards are issued by most agencies cooperating in the program. AC Transit, Golden Gate Transit and Santa Clara County Transit also offer a mobile card issuance center.

The three agencies travel to outlying areas to issue the card, making it more accessible to those who find traveling the most difficult.

Time spent with senior citizens and the handicapped nourishes confidence often needed for moving about, according to Val Houdyschell, who issues the card for AC Transit.

"At the schools, teachers say it's a real encouragement. It gives the handicapped kids an incentive and the confidence they can do something on their own," Miss Houdyschell recalled.

She's also been privy to the secret of long life from a gentleman who's mastered the golden years.

One of her favorite customers, 98-year-old gentleman, explains life has to be lived with gusto or not at all.

"Play it hard but don't get too tense about anything — and do your exercises!" he said, offering a soft-shoe rendition as proof of expertise.

THE COVER — Val Houdyschell of the Personnel Dept. readies camera for patron's picture which appears on laminated Bay Region Transit Discount card for senior citizens and handicapped riders. Miss Houdyschell operates the card issuance center for AC Transit.

Those living on fixed incomes are the most appreciative of the program, with scores of letters coming in to participating properties, indicating transportation would be impossible for them without the program.

All divisions Beat safety goal During May

All divisions beat the safe driving goal for the month of June, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District-wide average for June was 17,343.

Division 6 tallied 38,517 miles while Division 4 drivers scored 18,899 miles per mishap.

During June, Division 2 achieved 15,877 miles and Division 3 marked up 13,924 miles driven per accident.

Newly designed coaches sought

Sleek styling graces planned 40-foot buses

District riders can look forward to traveling in sleek newly-designed buses in 1977.

The Board of Directors last month authorized solicitation of bids for 66 advanced design 40-foot coaches, 12 of which will be put into service in Fremont and Newark.

Specifications for the buses call for climate control and cantilevered seats for passenger comfort.

Additionally, each 47-passenger bus will have impact resistant bumpers and side windows to reduce maintenance costs. The special features, including snap-on side panels, are anticipated to save $13,637 per bus in maintenance and material costs over the 15-year life expectancy of each coach, resulting in a total savings of more than $900,000.

Projected costs for each bus are estimated at approximately $80,000 with delivery anticipated next Spring.

AC Transit is participating with five other properties in seeking a joint order, expected to exceed 418 of the modern design coaches. Bids are scheduled to be opened in Houston, Texas, Aug. 4.

Small buses authorized For more suburban areas

Newly designed small buses will be purchased for operation in Pleasant Hill and Moraga/Orinda under action taken by the Board of Directors this month.

The District plans to begin service in Moraga/Orinda Sept. 13, where four of the small buses would be used. Two coaches would be placed in service already underway in Pleasant Hill.

Federal funding sought

In taking the action, directors also authorized filing an application with the Department of Transportation to amend a capital grant to help cover funding. Cost of the buses is slated at $52,944 per coach, including delivery and sales tax charges, with federal funds covering 80 percent of the purchase.

The 20 percent local share already has been allocated from California Transportation Development Act funds.

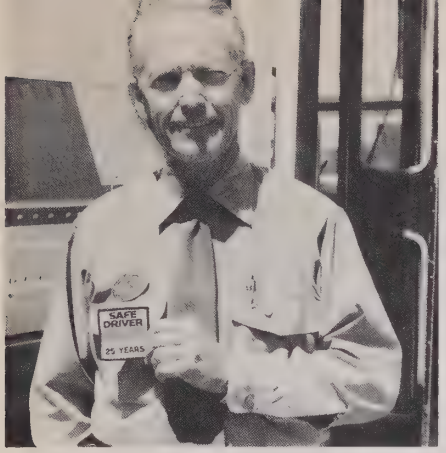
A contract with Minibus of Downey, Calif., for 23 small coaches awarded by AC Transit in April had an option for an additional 11 more buses for suburban areas. Board members opted for an additional six.

Service for new Hilltop Shopping Center Scheduled with three-route extension

Residents of West Contra Costa County will have direct access to Hilltop Shopping Center by bus beginning on the center's opening day.

The center, whose opening was delayed from Aug. 4 due to an electrician's strike, is tentatively scheduled to open Aug. 26.

Lines 69A, 70 and 70A will be extended into Hilltop providing shoppers with public transit from El Sobrante, downtown Richmond, the San Pablo Ave. corridor and from BART/El Cerrito and BART/Del Norte.



SAFE driver Leroy Boardman, right, receives his 25-year safe driving identification card from General Manager Alan L. Bingham while Lawrence "Frenchy" Vadnais display 25-year arm patch at right.

Boardman, Vadnais join 25-year club

The District's growing number of operators with 25 years of driving without a chargeable accident expanded to 16 this month, with the addition of Leroy Boardman and Lawrence "Frenchy" Vadnais.

Both men celebrated amid friends and co-workers at their respective divisions during ceremonies commemorating the event.

Boardman began his public transit career in December, 1946, when he was employed as a street car operator by Key System Transit Lines, AC Transit's predecessor.

From street cars to buses

When buses replaced street cars, he transferred to Emeryville Division as a bus driver where he has remained — and was honored with 25-year safety arm patch and pin June 21.

Boardman earned his first-year safe driving award in 1949. Since then he has had only three avoidable accidents, none of which involved injury to a passenger.

He makes his home in Oakland with his wife, Martha. The Boardmans have five sons and eight grand-children.

Lawrence Vadnais, known to his friends as Frenchy, received the District's congratulations June 24 at Seminary Division, where he has worked since 1956.

Vadnais also began his career as a street car operator with Key System Transit Lines, starting the job in July, 1946.

He transferred to Emeryville Division in 1948 as a bus driver and in 1956 went to Seminary Division in the same capacity.

San Lorenzo is home for the Vadnais family. He and his wife, Martha, have three sons and one grand-daughter.

Increased ridership Pattern continues

Ridership continues to increase on AC Transit lines, with a 6.77 percent jump during the first six months of 1976 as compared to the same period last year.

Some 8.6 percent more passenger trips were made on East Bay lines while transbay routes showed a .75 percent increase.

Comparing ridership during the four weeks of June 1976 to the four week period in May month previous, 5.9 percent more transbay passenger trips were made and East Bay lines noted a 2.7 percent increase.

NEW EMPLOYEES

AC Transit welcomes these new workers

Connie C. Bailey Jr.
Transportation
Seminary

Charles E. Barbour
Transportation
Emeryville

Gregory L. Beckerleg
Maintenance
Emeryville

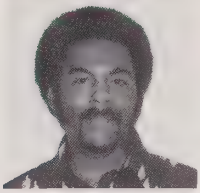
Janice M. Bell
Transportation
Emeryville

Willie T. Bonner
Transportation
Emeryville

John D. Bryant
Transportation
Emeryville

Arthur Calbert
Transportation
Seminary

Lloyd L. Campbell
Transportation
Emeryville



Hollis T. Carr II
Transportation
Richmond

Jeanette A. Choat
Transportation
Seminary

Gloria D. Cutting
PBX
Emeryville

Proncella DuBose
Transportation
Richmond

Roberto M. Estrella
Transportation
Emeryville

Alexine D. Gales
Transportation
Seminary

Steven G. Hays
Transportation
Richmond

Robert L. Hankins
Transportation
Richmond

Linda G. Henry
Transportation
Seminary

Cynthia J. Isom
PBX
Emeryville

Linda P. Jackson
Transportation
Seminary

Willie Jackson III
Transportation
Seminary

James E. Johnson
Transportation
Seminary

Olevia Jones
Transportation
Seminary

Timmons B. Jones
Transportation
Emeryville

Thomas P. Kahl
Transportation
Seminary

Jerrelle L. Lockhart
Transportation
Seminary

Samuel Muhammad
Transportation
Emeryville

Leonard C. Nadolsky
Transportation
Seminary

Rayford D. Rogers
Transportation
Richmond

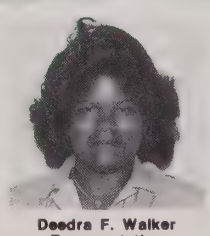
Marion D. Scott
Transportation
Emeryville

Roosevelt Scott
Transportation
Richmond

Denora H. Shelmire
Transportation
Seminary

Lillie M. Smith
PBX
Emeryville

Leola A. Starks
Transportation
Seminary



Deedra F. Walker
Transportation
Seminary

LEARNING CIRCLE—AC Transit Operator George Skinner recently visited the Native American Preschool in Oakland. Skinner, a Chippewa, did some transit teaching, sharing his experiences as a bus driver with boys and girls between the ages of two and five. Skinner's appearance at the school was part of a volunteer program involving adult American Indians spending a day with the children talking about what they do on the job.

"Outstanding Achievement"

United Way honors AC Transit

The United Way Crusade honored AC Transit this month for its 1975 "outstanding achievement" in breaking the District record of donations to the charitable organization.

A number of District departments and individuals also were cited for separate commendation in raising money to support United Way activities.

In setting a new District record, AC Transit employee donations were 23.6 percent higher in 1975 than for the previous year.

Employees gave $21,104 during the recent campaign, as compared to $17,078 in 1974.

Chet Wren, United Way director, lauded the fund raising efforts of AC Transit employees, which were coordinated by the Treasurer-Controller.

People helping people

Alan L. Bingham, general manager, pointed to mutual efforts between labor and management in making the campaign a success as an example of the United Way's purpose — people helping people.

Honor Awards in the form of plaques were presented to three District departments.

The Purchasing and Stores Department received a plaque for having 100 percent employee participation while Transportation Supervisors were praised with an Honor Award for averaging the highest donation per worker — some $27.26.

An Honor Award went to the PBX Information Department for having the largest increase in employee donors over last year, a 60 percent jump.

Seminary Division received a Merit Award for the largest dollar contribution per division.

Solicitors praised

Solicitations for the 1975 campaign were made by representatives of management and labor, with all "donor reps" receiving a Certificate of Appreciation for their efforts.

Solicitors include Joe Ann Ciccolo, Bob McKnight, Curtis Wells, Carl Knutson, George Akers, Zada Malinak, B. F. Williams, Daniel Quinlan, Loren A. Ball, Dorothy Gunthrop and D. C. Rodrigues.

Also, Rebecca Obregon, Richard Miller, Keith Steckley, D. R. Weikel, Andrew E. Phillips, Wiley C. Price, Anthony R. Lucchesi, Valene Houdyschell, Donn DesBoine, Walter E. Cranshaw and Robert T. Turner.

Also, James R. Williams Jr., Ralph N. Williams, Charles Oden, Howard D. Reagen and Peggy Chambers.

Passenger Trips	May 1976	May 1975	% Change
East Bay	3,711,623	3,532,700	5.1
Transbay	1,062,092	1,099,552	-3.4
Fremont/Newark	79,918	60,264	32.6
Contract Services:			
BART	76,092	53,840	41.3
Concord*	39,920	—	—
Pleasant Hill**	8,587	—	—
Total	4,978,232	4,746,356	4.9
Fare Revenue			
East Bay	$ 702,684	$ 704,822	-.3
Transbay	535,135	590,202	-9.3
Fremont/Newark	14,693	11,394	29.0
Contract Services:			
BART	24,696	18,888	30.7
Concord*	6,412	—	—
Pleasant Hill**	1,227	—	—
Total	$ 1,284,847	$ 1,325,306	-3.1
Service Miles			
East Bay	1,400,996	1,420,615	-1.4
Transbay	784,116	815,726	-3.9
Fremont/Newark	65,930	76,572	-13.9
Contract Services:			
BART	126,996	158,286	-19.8
Concord*	37,320	—	—
Pleasant Hill**	9,060	—	—
Total	2,424,418	2,471,199	-1.9

*Contract service in Concord inaugurated Sept. 8, 1975
**Contract service in Pleasant Hill inaugurated Dec. 8, 1975

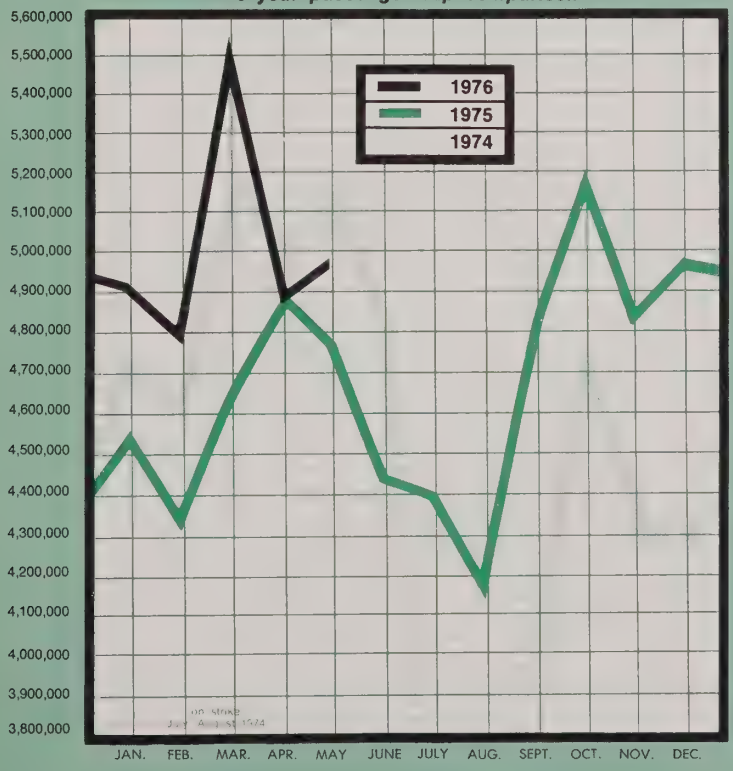
May Financial Report

Total operating expense for May 1976 was $3,901,360 while operating income was $1,618,362. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,030,648 and left a deficit of $94,412 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 0.51 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting June 23, the Board of Directors:

- Authorized General Manager to seek bids for purchase of transfer tickets for AC/BART transfer machines, on motion of Director Nakadegawa.
- Authorized participation in APTA National Bus Roadeo, on motion of Director Bettencourt. (See story, Pg. 3)
- Authorized extension of Lines 69, 70 and 70A into Hilltop Shopping Center; authorized returning Line 24-Mission San Jose to original routing, on motion of Director Berk. (See story, Pg. 6)
- Authorized continuance of San Leandro Gold Card program, on motion of Director Berk. (See story, Pg. 4)
- Authorized 50 percent reduction of subsidy paid by Head-Royce School for direct supplementary service, on motion of Director Berk.
- Authorized seeking bids for sixty-six 40-foot advance design buses and spare parts and authorized the City of Houston responsibility for opening and evaluating bids, on motion of Director Berk.
- Authorized General Manager to purchase two additional fare transfer machines, on motion of Director Berk.

* * *

At a regular meeting July 14, the Board of Directors:

- Authorized General Manager to exercise option to purchase of six additional 25-passenger buses and adopted resolution authorizing filing amendment to UMTA grant for aid in financing purchase, on motion of Director Rinehart. (See story, Pg. 6)
- Authorized Board Members to attend APTA Annual Meeting in San Francisco Oct. 17 to 21, on motion of Director McGuire.
- Authorized one management representative to participate in transportation seminar, on motion of Director Nakadegawa.
- Declared as surplus certain office machinery and equipment and authorized sale of these items, on motion of Director Bettencourt.
- Adopted resolutions establishing ward boundaries and calling for election of three Directors to the Board on Nov. 2, in consolidation with general election, on motions of Director Bettencourt.
- Adopted resolution authorizing District Secretary to receive statement of qualifications from candidates for the Board of Directors, on motion of Director Bettencourt.
- Authorized General Manager to advertise and seek bids for four vault storage houses and closed circuit television equipment, on motion of Director Bettencourt.

Transit-Times

Published monthly by the
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BARBARA J. HUDSON P
INSTITUTE OF GOV. STUDIES
109 MOSES HALL
BERKELEY, CA 94720

AD637

19, No. 2 AUGUST 1975

Transit-Times

Local Bus Roadeo Draws Competitors for National Contest

Our 'Stockholders' Write

I know you get some letters complaining about the bus drivers, but this is just the opposite.

Driver *D.L. Treadaway* is one of the nicest persons one can meet. He is unusually courteous and always very, very nice especially to all those over 65.

He always has a friendly word when you are getting off. Tell him to keep up the good work.

Mrs. Edythe Lipman
Oakland

* * *

Enclosed you will find some thank you notes from the students here in our program. We have been most grateful for the courtesy extended to us by AC Transit not only this summer, but during the last couple of months of the past school year.

It has been a worthwhile experience for our deaf and hard of hearing youngsters to use AC Transit on their own as well as the chartered service. The students have said they have received courteous attention from the drivers when they are going to and from school via AC Transit.

On behalf of these students, I also thank you.

William E. Dowling
Supervising Teacher
Dept. for Hearing Impaired
Hawthorne School
Oakland

* * *

This letter is in regard to Driver *L.D. Morrow*.

I am writing to let his supervisor or appropriate department know that it was my good fortune and pleasure to ride on his bus recently. As I boarded the coach, the gentleman spoke to me and asked 'how are you'? I was surprised at his friendliness.

I noted throughout the trip that he was very courteous, friendly, polite, helpful and concerned for the safety of the passengers. He was also competent and alert.

I am sending my compliments to him because I think he deserves some words of praise.

Vivian Bard
Berkeley

* * *

I just would like to let you know what a wonderful time we had on one of your tours to Carmel.

Most of this is due to such a fine bus driver we had, named *Vic Bowen*.

He is an excellent driver who is dependable and always courteous. He was really fun to be around.

The Astens
Hayward

* * *

I just can't say enough kind words for *Lorrie Trevino* who handles your "Lost and Found" department and who helped me recover my purse which I had left on one of your buses.

I don't know what I would have done if it hadn't been found. Please thank her very much for me.

Dorothy Lang
Oakland

Fall brings continued expansion

District expansion into Moraga/Orinda is one of several areas of imminent growth for AC Transit.

Buses will roll into Richmond's new Hilltop Shopping Center in conjunction with the center's opening day, while a new zonal Dial-A-Ride and mini-route operation nears implementation in Fremont/Newark.

In addition, Concord's recently implemented city-wide bus system will start operating revamped routing Sept. 7.

Moraga/Orinda system

Suburbanites will find commuting easier beginning Sept. 13 with a new experiment in travel for the Town of Moraga and a portion of neighboring Orinda.

Residents will have bus service from Moraga Center to BART/Orinda and BART/Lafayette as well as to Orinda Village, the Crossroads and Rheem Valley.

St. Mary's College service

St. Mary's College students will have free bus service to and from either BART/Orinda or BART/Lafayette.

Service initially will be operated Monday through Friday.

Four new buses, 25 feet long and seating 25 passengers, have been ordered, also to be paid for with federal and state funding. In the meantime, surplus coaches will be used.

In Richmond, three lines will extend into Hilltop Shopping Center Sept. 8, providing residents from neighboring communities with public transportation to the multi-million dollar center. While opening date of the center could be delayed due to a workman's strike, shoppers and businessmen alike eagerly await AC Transit's participation in the Grand Opening.

In Fremont and Newark, improved service including a new approach to Dial-A-Ride is set for Oct. 17.

Seven fixed routes are the backbone of the transit network in Fremont/Newark. These routes operate on major arterials and connect widespread centers of population.

Combined fixed route and mini-route service will operate during commute hours while zonal Dial-A-Ride will operate in midday hours.

The mini-routes dip into neighborhoods to pick up passengers and either operate directly to BART/Fremont or BART/Union City, or make timed transfers to fixed routes destinted to the stations. Timed transfers mean the connecting bus will be along within five minutes.

Midday Dial-A-Ride

Zonal Dial-A-Ride will operate from about 9 a.m. to 4 p.m. and 7 p.m. to 10 p.m. on weekdays — the non-commute hours. Saturday service will be from 8 a.m. to 6 p.m. while Sunday Dial-A-Ride will run from 10 a.m. to 5 p.m.

Under the concept, Fremont and Newark have been divided into 21 Dial-A-Ride zones.

Two of the zones, one in the old Centerville section of Fremont and the other in western Newark, will be implemented first.

Concord routing revamped

In Concord, that city's seven-route public transit system will begin revised routing Sept. 7.

The city council of Walnut Creek has approved participation in Line 308 which runs along the Treat Blvd./Citrus Ave. area. Currently, buses under contract to the City of Concord make no stops along those areas within Walnut Creek borders.

All lines, with the exception of Line 303-Concord Blvd., have undergone revisions aimed toward improved service areas and scheduling benefits.

In depth forecasts undertaken

Study of projected yard growth approved

Steps were taken this month to begin an in depth study of the District's projected needs for garage and maintenance facilities.

Need for such a survey, board members were told, is reflected in the 30 percent bus fleet increase which has occurred since AC Transit's first year of operation.

In 1961, some 633 coaches comprised the fleet. Today that number stands at 821 with 1,000 estimated by 1981.

Current garage and yard facilities were originally designed to accommodate a fleet half that size.

A consultant firm, yet to be chosen, will undertake the study with results expected to be available in early 1977.

Objectives of the study are a survey of existing plants to determine whether they can meet the needs of District expansion and analysis of potential sites for new construction.

Cost of the project is estimated at $100,000, to be funded totally through federal and state grants.

Report to streamline Future transit patterns

A $50,000 study on how to get AC Transit bus riders where they want to go in less time has been approved by the Board of Directors.

The six-month project on how to reduce delay for buses traveling in the East Bay and to San Francisco will be funded by an 80 percent federal Urban Mass Transportation Administration grant and 20 percent from the regional Metropolitan Transportation Commission.

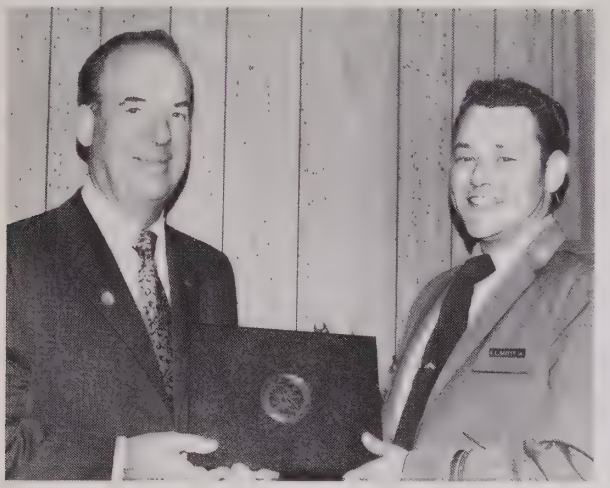
CALTRANS to assist

The California Department of Transportation will assist in conducting the study.

During the half-year project, researchers will identify problem areas and make specific recommendations for improvements by use of "preferential treatment techniques" such as exclusive bus lanes, traffic signal controls and parking restrictions.

The project will be conducted under a joint powers agreement between the District and MTC.

RAIDER ROOTERS—With the opening of the professional football season, AC Transit coaches rolled into operation to take fans to the Oakland Coliseum from various points throughout the East Bay and San Francisco. Last year 102,425 passenger trips were recorded on AC Transit buses serving the Oakland Raider home football games.



ATTORNEY GENERAL Evelle Younger presents Driver Ernest L. Harper Sr. with a certificate of commendation, picture at left, for Harper's role in rescuing eight people from a fire. At right, Driver Mike Movsessian hears his efforts toward capturing a mugger praised by Oakland Police Chief George Hart.

Attorney General, Oakland Police Chief Praise drivers for acts of heroism

Two District drivers who went to the aid of endangered citizens were honored recently by the California State Attorney General and Oakland Police Chief.

In making the separate presentations, both officials pointed the operators' actions as above the call of duty service to their community.

Driver Mishik (Mike) Movsessian received a citation of commendation from George Hart, Oakland Police Chief, for his role in the capture of a mugger.

Pursued assailant

On Dec. 4, 1975, Movsessian observed a woman being mugged in Oakland's Lake Merritt area. Her assailant fled after the attack, stealing her purse.

Movsessian chased the man both on foot and in his automobile. He was able to give police a detailed description of the man and license tag number, which led to prompt arrest. Movsessian, a Seminary Division operator, was off duty when the incident occurred.

Attorney General Evelle Younger praised the action of Operator Ernest Harper, who rescued eight people from a flaming San Leandro apartment house on Jan. 12, 1976.

Harper was driving Line 80 when he noticed the blaze, stopped and kicked down three doors to gain entry. He aided evacuation of the citizens who were unaware of the blaze until his action alerted them.

Harper also is based at Seminary Division.

Both men received letters of commendation from the Board of Directors.

THE COVER — Operator M. L. Meadows prepares to enter the Speed/Clearance test field during District competitions held in August for the best AC Transit driver. The operator who emerges as winner will represent the District at the First National Bus Roadeo in San Francisco Oct. 18 and 19. Transit representatives from across the country will compete in the roadeo sponsored by the American Public Transit Association.

New assistant personnel manager Among recent District appointments

Billy S. Lyle, a 23-year veteran of public transportation, has been appointed assistant personnel manager.

Lyle, who began his career as a bus driver and worked his way up through District ranks, served as assistant superintendent at Seminary Division prior to assuming his new position.

Billy S. Lyle

In 1974, Lyle became known in the Richmond area as assistant superintendent of a one-year experimental Dial-A-Ride project.

His responsibilities include coordinating the activities of Personnel Department division heads and evaluation of personnel policies.

Lyle and his wife, Velvia, reside in Alameda and have raised two daughters and one son.

In another District promotion, Melvin Reece has assumed the position of assistant supervisor of schedules.

Melvin Reece

Reece, like Lyle, rose through the ranks from bus driver after joining the District in 1963.

He has served as assistant dispatcher and held the post of senior schedule analyst prior to his recent promotion.

Reece is a life-long resident of Emeryville and lives with his wife, Marilyn, and their two school age sons.

Alvin Gibson

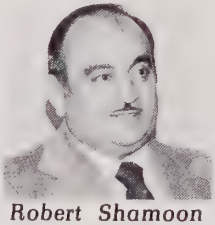
In the Transportation Dept., Alvin Gibson has been appointed to the position of supervisor.

Gibson joined the District on March 1, 1965 and also rose through the ranks to reach his promotion.

He lives in Berkeley with his wife, Orpha, and one son.

Shamoon to attend Fall Carnegie seminar

Robert J. Shamoon, personnel manager, will attend a six-week long seminar this Fall on public transportation management, planning and design.



Robert Shamoon

American transit industry personnel and transportation officials from several foreign countries will take part in the conference at Carnegie-Mellon University in Pittsburgh, Pa. Sept. 13.

Newark Division safest

Newark Division drivers led others for safe driving in miles driven per accident during the month of July. With a goal of 13,250 miles per chargeable accident, they scored 59,887 with Emeryville Division tallying 19,181.

Seminary Division scored 14,614. The District-wide average for July was 16,663 miles driven per accident.

Employee golf tournament To tee off next month

AC Transit's Employee Golf Tournament will begin next month, with monthly matches held prior to the championship play-off scheduled for next July.

First games will begin Sept. 18 at 11:40 a.m. in Franklin Canyon and are open to all AC Transit employees.

Persons interested in competing should contact Bill Kelly or Leon Maddox, both of the Claims Department.

Passenger Trips	June 1976	June 1975	% Change
East Bay	3,558,028	3,305,292	7.6
Transbay	1,033,143	970,229	6.5
Fremont/Newark	80,837	61,600	3.23
Contract Services:			
BART	83,056	57,639	44.1
Concord*	40,868	—	—
Pleasant Hill**	8,061	—	—
Total	4,804,793	4,394,260	9.3
Fare Revenue			
East Bay	$ 703,003	$668,774	5.1
Transbay	552,947	531,688	4.0
Fremont/Newark	15,209	12,048	26.2
Contract Services:			
BART	27,086	20,211	34.0
Concord*	6,467	—	—
Pleasant Hill**	1,226	—	—
Total	$ 1,305,938	$1,232,721	5.9
Service Miles			
East Bay	1,410,828	1,367,557	3.2
Transbay	766,200	753,141	1.7
Fremont/Newark	70,464	76,334	(7.7)
Contract Services:			
BART	135,503	155,146	(12.0)
Concord*	39,715	—	—
Pleasant Hill**	10,359	—	—
Total	2,434,069	2,352,178	3.5

Note: Above comparative figures do not include DAR and subscription service.

***Contract service in Concord inaugurated Sept. 8, 1975**

****Contract service in Pleasant Hill inaugurated Dec. 8, 1975**

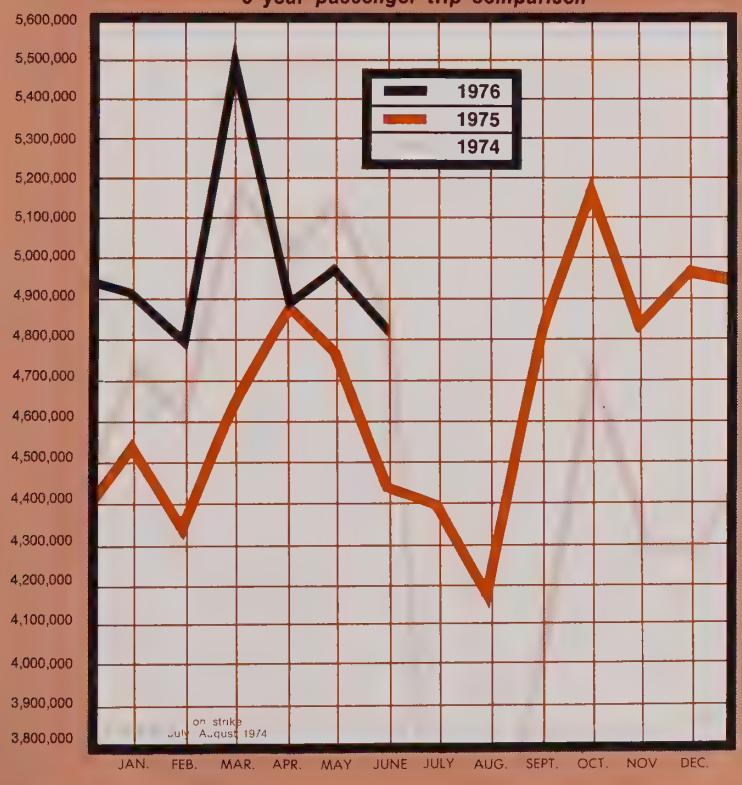
June Financial Report

Total operating expense for June, 1976 was $3,887,134 while operating income was $1,497,139. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,180,154 and was sufficient to cover operating deficit and full bond debt requirements.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed an increase of 1.97 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting July 28, the Board of Directors:

- Expressed opposition to AB 3256, in present form, on motion of Director Bettencourt.
- Expressed opposition to an amendment to HR 3155, on motion of Director Bettencourt.
- Authorized reduction of Line 12-Oakland Army Base extension to Post Office on Wake Ave. to one trip on weekdays; authorized alteration of Line 65-Dwight Way routing to terminate at Sixth St. and Channing Way and authorized elimination of the first two Saturday morning trips of Line 70/70A-San Pablo Ave., on motion of Director Berk.
- Authorized General Manager to execute joint powers agreement between AC Transit and Metropolitan Transportation Commission and to appoint two District representatives to Board of Control for six-month Bus Priority Techniques Study, on motion of Director Berk. (See story, Pg. 4)
- Authorized General Manager to seek bids for chrome plating of 413 fareboxes, on motion of Director Berk.
- Authorized reimbursement of Board Member's expense for inspection of Rohr Corp. plant, on motion of Director Rinehart.

* * *

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St., Oakland, California 94612
Telephone (415) 654-7878

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WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

At a regular meeting August 11, the Board of Directors:

- Awarded contract for printing of transfers to Globe Ticket Co. of Compton, subject to compliance with specifications, on motion of Director Rinehart.
- Authorized General Manager to lease three buses to Golden Gate Transit for use on Saturdays, Sundays and Holidays, on motion of Director Bettencourt.

Margaret Desmond, most senior employee, dies

The District lost its most senior employee this month, with the passing of Margaret M. Desmond who died Aug. 6 of a stroke.

Miss Desmond began her 50th year with AC Transit and predecessor companies in January, having been employed longer than anyone else in the District. A party commemorating the event was held in her honor at that time.

She began her career on Nov. 16, 1926 selling ferry trip tickets and has remained in the Finance Dept. as senior clerk until a recent sick leave.

Miss Desmond, of Oakland, is survived by two sisters, Cecelia Healey and Julia M. Campbell.

AC Transit
Latham Square Building
Oakland, California 94612

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Vol. 19, No. 3 SEPTEMBER 1976

Transit-Times

AC637

New Bus Service Begins For Residents of Moraga and Orinda

Our 'Stockholders' Write

I wish to add a commendation for *Margaret Bellinger*. Recently, I left my tennis racket on the Line E Express bus and despaired of ever recovering it — as such items have an unfortunate manner of disappearing when unattended.

Margaret Bellinger was the driver of the bus and apparently discovered the racket on her check after the completion of the run to San Francisco.

In any event, thanks to her diligence I was able to recover the racket and to avoid missing a tennis date.

Edward Chandler
San Francisco

* * *

I was a passenger on one of your transbay buses which was disabled on the Bay Bridge recently. I want to commend the action of the driver during this situation.

When the air pressure in his brakes was lost, he managed to safely cross five lanes of traffic and reach an off-the-road place to stop.

He warned the passengers to hold on in case there was a jerk when he used the emergency brake. As it turned out, the stop was uneventful.

I have always known your drivers were efficient and courteous and it is good to see they are also calm and reliable under emergency conditions.

Gerrie Christman
Oakland

* * *

I should like to comment upon the professional manner in which a lady driver handled herself on a bus I rode recently.

Turns were made smoothly and within the lanes proscribed and with no sudden jolting at stops. The bus was pulled in close enough to curbings so that one did not have to step down into the gutter in alighting or climb onto the entry step from the roadway.

So congratulations to AC Transit for hiring this type of person!

Mrs. Esther Jones
Berkeley

* * *

A few days ago, a little after 11 p.m., I was sitting on the bench at Grand Ave. and Broadway waiting for a 42, a 59 or 76 bus heading north. A 51 bus stopped and the driver, *Chet Walden*, questioned me and advised that those buses didn't run that late.

I gratefully got into his bus to go home. I think Mr. Walden should be highly commended for performing a service above and beyond the proverbial call of duty. I feel very grateful to him.

Mildred Keppelman
Oakland

* * *

I wish to say that Mr. *William A. Scott* is the most helpful and considerate driver I have encountered in my 50 years of bus riding.

I had a guest recently and we rode on the line Mr. Scott drives. My friend was so impressed with him she even mentioned him in her letter to me.

We are so apt to complain when things don't please us, I feel we should give credit when credit is due.

Mrs. F. C. Merkel
Oakland

Ridership impressive

'Country Coach' comes to Moraga/Orinda

A new bus service that has blown both "hot and cold" with residents started this month in Moraga and Orinda with free rides.

The courtesy rides were offered on the new system during the first week, Sept. 13-17, so everybody could try out the new transit experience. And a lot of people did.

Ridership figures for first day service indicated a very favorable response by residents. A total of 934 passengers trips were made with 744 passengers trips on Line 350 and 190 made on Line 351.

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THE COVER — Country Coach leaves BART/Orinda station with first day load of riders bound for the Town of Moraga and St. Mary's College.

Commuters were able to ride without paying to BART/Orinda or BART/Lafayette and discovered the obvious — if trips were planned in accord with schedules, the buses got to the stations in exactly the same time as automobiles — with no time wasted in parking.

Heavy shopper use

Women and young persons, particularly, were predominent in the first days of off-peak riding, taking advantage of an opportunity to ride to either BART station or to shopping areas — including Moraga Center, The Park at Rheem the Crossroads and the Village at Orinda.

Information on the service, including map and schedules, was mailed to residences in Moraga and to the Orinda area south of the freeway.

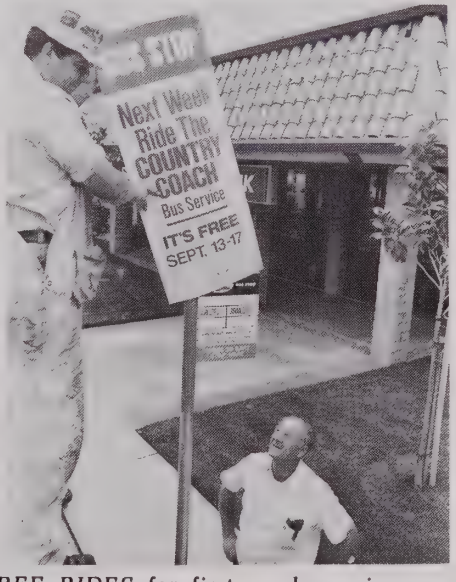
Green and yellow cards in the windows of stores and other establishments welcomed "The Country Coach" experimental bus system, as did ads in neighborhood newspapers.

Signs, capping regular bus stops along Moraga Way and Moraga Road, announced the same invitation.

AC Transit information clerks also were at BART stations to hand out information on the service. Distribution of leaflets and timetables was made to St. Mary's College, which is subsidizing free transit for students and staff members.

Start-up of the system was postponed after residents objected to buses in their neighborhoods and to bus stops in front of homes. Agreement was reached for service to be operated via Moraga Way and Moraga Rd. only, with residents to vote on continuation of the bus system in March.

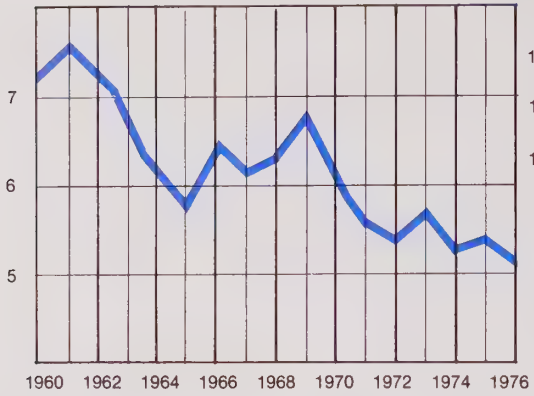
Four new small buses have been ordered for the operation and now are being manufactured by Minibus in southern California. They will be 25 feet long and seat 25 passengers.



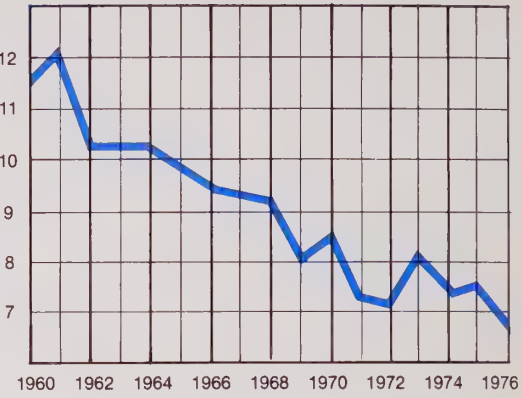
FREE RIDES for first week service were announced via all bus stop poles, as well as mass mailing. Installing the pole cap signs were George Spinella, left, and Foreman Carl Knutson.

Bus riding safer than ever

TRAFFIC ACCIDENTS PER 100,000 MILES



PASSENGER ACCIDENTS PER 1,000,000 PASSENGERS CARRIED



Safest year yet

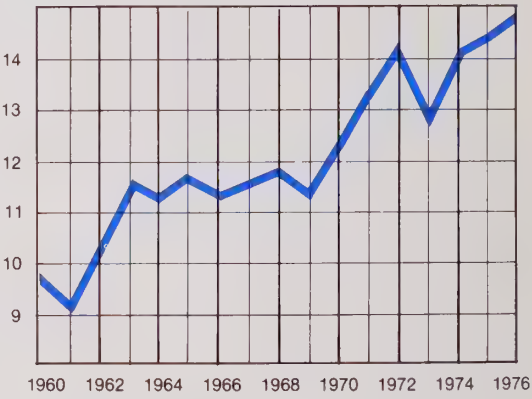
AC Transit passengers rode safer than ever during the last fiscal year, reports show.

Figures reflecting an all-time safe driving record were registered for 1975-76.

Operators recorded 14,639 safe driving miles per accident for the fiscal year, compared to 14,132 during the previous fiscal year.

Passenger accident frequency per one million passengers and traffic accident frequency per 100,000 miles reached a record low.

THOUSANDS OF MILES OPERATED PER ACCIDENT



Traffic accidents decrease

A review of statistics showed that traffic accident frequency decreased by 11.8 percent over the last five years, by 19.2 percent compared to 10 years ago, and by a whopping 29.6 percent when compared with the 1960-61 fiscal year, the first year AC Transit went into operation.

Traffic accident frequency per 100,000 miles was 5.15 for 1975-76 as opposed to 5.32 in 1974-75.

Passenger accident frequency per one million passengers was 6.80 compared to 7.53 in 1974-75.

In addition, divisions beat the monthly safe driving goal of 13,250 miles per chargeable accident a total of 38 times during the year.

Emeryville Division held the record by topping the goal 11 times, while Newark Division came in second with 10 times. Seminary Division bettered the "safety bogey" nine times with Richmond Division beating the goal eight times during the year.

In 11 of the 12 months, the District total of miles per accident exceeded the 13,250 bogey.

The District's elite membership of operators who have driven for 25 years without a chargeable accident grew to 16 with a combined total of 400 years of safe driving.

Board of Directors reduce taxes

Property taxes are being cut this year for most AC Transit taxpayers.

A new consolidated rate of 45.9 cents per $100 of assessed valuation was set last month by the District Board of Directors for Special Service District 1, which includes 11 urban cities stretching from San Pablo to Hayward.

Tax rate cut 1.4 cents

The rate is a reduction of 1.4 cents below last year's consolidated rate of 47.3 cents.

Because of a difference in assessment ratio, taxpayers in Alameda County will pay 44.8 cents per $100 of assessed valuation. Alameda County for this year was assessed at 25.8 percent of market value. The state legislature requires all counties to assess at 25 percent of market value.

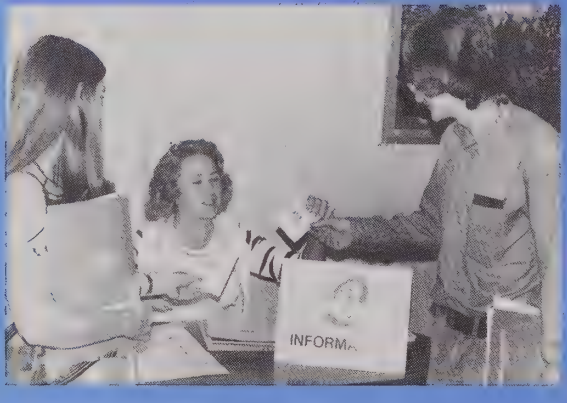
In Contra Costa County, where the assessment is 22.3 percent of market value, the tax rate will be 50.9 cents.

The consolidated reduction essentially reflects an increase in assessed valuation, with much of the increase being retained to help pay for higher operating costs.

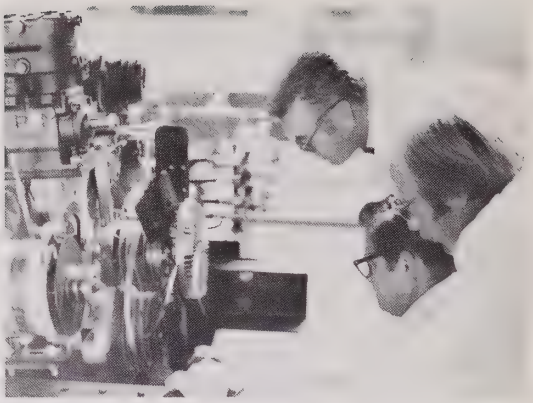
Directors at the same time set the rate for Special Service District 2, including Fremont and Newark, at 33 cents per $100 of assessed valuation, the same as it was last fiscal year.

The transit system as a whole, including both districts and contract services, projects expenditures during 1976-77 of $56,612,900 and income of $40,861,200. A deficit of $15,751,700 is expected to be covered by State and Federal subsidies and by an estimated $3,700,400 in contingency reserves.

STUDENT HELPERS — Registration week at Diablo Valley College brought Transit Information Clerk Cathy Villela, at left, to the Contra Costa County campus in helping orient students to AC Transit service.



JOY GRANER, of Transit Information, traveled to St. Mary's College in Moraga for registration week as arriving students learned a new bus system to the campus was about to be inaugurated. The college is subsidizing free rides for students and staff on AC Transit buses which began rolling in Moraga and Orinda on Sept. 13.



Momentum for

Buses in three different sizes provided news for AC Transit this month.

These were the developments:

- The first heavy duty small bus, built to AC Transit specifications, "topped out" at the Minibus plant in Southern California.
- Contract was awarded for a fleet of articulated buses.
- Bids were opened for newly designed coaches that will meet the latest California clean air standards.

At the Minibus plant, the body of a prototype bus was fitted to the frame and workers were proceeding with finishing the interior and with testing components. Construction of frames and suspension systems was underway on other units.

Twenty-three of the newly designed small coaches will be used in neighborhood service in Fremont and Newark; four were purchased for operation in Moraga/Orinda and two for Pleasant Hill.

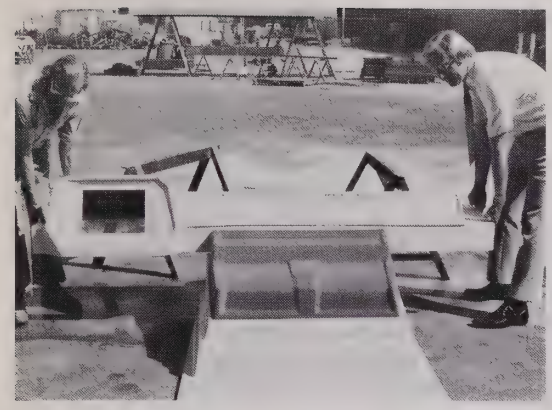
Ten transit properties across the nation joined in awarding a contract to AM General Corp. for 234 articulated buses. The price exceeds $42,000,000 without sales tax, but including

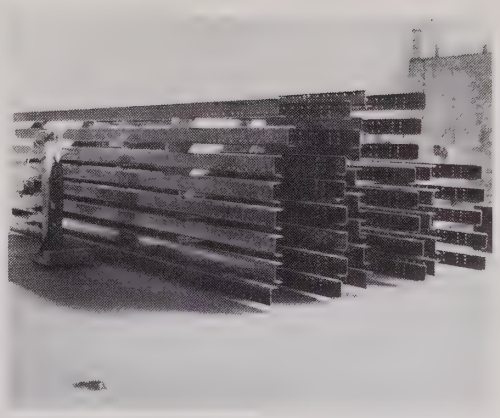
delivery and spare parts—one of the biggest financial bus packages in the history of the transit industry.

AM General will work jointly with M.A.N. of West Germany in producing the new units, which are hinged in the middle.

Award of the contract climaxes years of activity on the part of properties looking for buses with higher seating capacity to handle considerable passenger growth without putting more coaches on the street.

AC Transit, which is purchasing 30 of the 60-foot long buses, began experimentation with a double unit in 1966 and led the program to acquire ad-





new bus fleet speeds up

MINIBUS is pictured as artist conception, upper left, while Maintenance Foreman Wayne West oversees engine completion. Instrument panel and engine cover mock-up is demonstrated by workmen. Inside the Minibus Inc. plant 23 completed chassis frames are ready to be married to the body as soon as prototype testing warrants. At bottom, first body frame of the Minibus slated for suburban use is seen.

ditional larger units. Alan L. Bingham, general manager of AC Transit, is chairman of the articulated bus consortium which put together the joint transit purchasing package.

Six properties, including AC Transit, are acquiring 155 buses 60 feet long, while four properties are purchasing 79 buses of 55 foot length. The longer buses, which seat 69 passengers, will be manufacturered first and delivery is expected to start in March, 1978, and extend through February, 1979.

Bids were opened in Houston, Tex., early in the month for advance design buses which will offer better viewing, more comfortable riding, temperature control and improved maintenance features.

But they won't be cheap.

Bids for 66 buses specified by AC Transit were quoted at $91,500 per coach, plus delivery charges and taxes. General Motors Corp. was the only bidder.

GMC previously agreed if it was the only bidder it would consent to a government audit of costs that make up the price of the bus to affirm it is a reasonable figure. AC Transit does not plan to make an award of contract until after the audit is completed.

In the meantime, award of contract for a total of 418 of the new buses, including the 66 for the District, also is being held up because of a law suit filed by AM General in Federal District Court, alleging the specifications favor GMC.

The design includes snap-on side panels and other features expected to save nearly $14,000 per bus in costs over the 15-year life expectancy of each coach.

AC Transit is on the end of delivery time because GMC needed time to meet California 1977 clean air standards.

'Mini-streetcar' preceded Minibus

Minibuses slated for suburban use recall a time when public transit met neighborhood needs with a similar vehicle — the "mini-streetcar."

A few years prior to World War I, street railway companies became convinced that the East Bay's growing suburbs required a streetcar which could easily negotiate narrow streets. It was in 1916 when an answer arrived.

A newer, smaller streetcar was developed; a four-wheel, 28-foot long coach which could be operated safely by one person. Most streetcars of that day had two employees on them, a motorman and a conductor.

Ordinances changed

In addition, most cities required both employees to be aboard the vehicle when in use. Local ordinances were changed, however, as streetcar firms impressed upon city officials the advantages of a smaller streetcar.

It came to be known as the Birney Car, named after its developer, Mr. Charles Birney.

The car was lightweight and economical as it didn't need much electricity to power its two 25-horsepower motors.

The East Bay enjoyed the services of 25 Birney Cars, which were manufactured at the American Car Company of St. Louis. They saw service on some of the lighter traveled lines of the East Bay Street Railways, a part of the old Key System, AC Transit's predecessor.

Usage widespread

The Birney Cars were used on some Alameda lines, a short lived express streetcar operation on Telegraph Ave., the Rockridge line on Broadway Terrace between College Ave. and Broadway and on the Park Ave. line in Albany, among others.

These mini-streetcars met great popularity, especially among younger riders.

However, when the bus appeared on the scene most of the less patronized streetcar lines were converted to bus operation. In the East Bay, the Birney Car was slowly phased back into the car barn and by 1937 all cars of this type had been scrapped.

(Photograph and research material were provided by Fresno transit historian James H. Harrison.)

BIRNEY CAR number two proceeds along Line 27-Park Ave. at intersection of Park and San Pablo Aves. in Albany. Car number two was one of 25 Birney Cars developed for neighborhood use and stationed in the East Bay.

LAST TRIP — The final date of the Sunshine Summer Fun Tours was Sept. 3 with a trip to Great America, concluding the 10th year the District has offered the special sight seeing expeditions. This year more than 5,000 passengers enjoyed the journeys to festivals, wineries, historical sites and other points of interest.

Merrithew becomes 17th driver To join 25 year Safe Driving Club

Francis B. "Bert" Merrithew, veteran Richmond Division operator, has become the 17th District driver to reach 25 years of driving a bus without a chargeable accident.

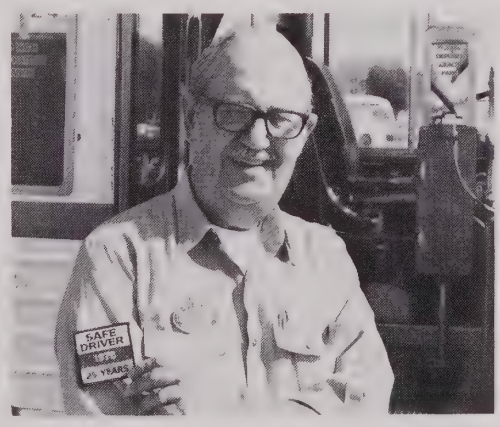
J. Dale Goodman, transportation manager, praised Merrithew for his outstanding service and "extreme courtesy" to riders during ceremonies held in Merrithew's honor Sept. 8.

Three generations of Merrithews were present to see the driver receive his 25 year Safe Driving arm patch and lapel pin. Following the presentation, cake and ice cream were enjoyed in the gillie room as Merrithew recalled his years in public transit.

He was born in McCloud, Calif. in August, 1918 and worked in the Richmond Shipyards during World War II. Merrithew joined AC Transit's predecessor, Key System Transit Lines, in May, 1944 and transferred to Richmond Division when the division opened in September, 1947, where he has remained.

In 32 years of employment, Merrithew has missed work only seven times, Stanley O. Pearce, safety and training manager, said of his career.

Merrithew resides in El Sobrante with his wife, Dorothy. The Merrithews have one son, two daughters and five grandchildren.



SAFE DRIVING arm patch, boldly displaying 25 years, is seen after being received by its proud, new owner — Bert Merrithew.

Cooper beats out local competition To represent District in Bus Roadeo

Edward Everett Cooper Jr., an 11 year veteran of Richmond Division, emerged this month as winner of local Bus Roadeo competitions and will represent AC Transit in October at the First National Bus Roadeo in San Francisco.

Cooper will vie with drivers from transit agencies across the country to determine who holds the title of "best driver" nationwide.

Cooper beat out 59 AC Transit drivers in local competitions to win first place and compete nationally. A trophy signifying Cooper's achievement locally was to be presented late this month.

Second and third place trophies also were to go to drivers B. R. McCaslin of Newark Division and R. R. Freund of Seminary Division respectively.

District trials were held Aug. 7, 14, 21 and Aug. 28, when Cooper tallied highest total score in several areas of competition.

Drivers faced four categories of competition in local selection. They included a 20-question safety quiz, pretrip inspection of a bus with equipment problems, personal appearance and the driving test.

Operators drove a coach through a test course designed with specific traffic problems. Grading was done on the basis of the drivers' safety habits and ability to smoothly resolve or avoid hazardous conditions.

May win $1,000

Cooper now awaits the chance to win a $1,000 first place savings bond in national competitions in San Francisco's Cow Palace Oct. 18 and 19. Second place winner will receive a $500 savings bond.

Cooper, 36, joined AC Transit on Oct. 6, 1965 and resides in Richmond, which is the focal point of the Coopers' lives. Not only does he live and work in Richmond, but his wife, Faye, also is an AC Transit bus driver who is stationed at Richmond Division.

The Coopers have five daughters and two sons.

Hilltop service attracting many riders

Initial ridership reports for new bus service to Richmond's Hilltop Mall indicate a favorable reception from riding shoppers.

Coaches carried from 15 to 20 passengers per trip on the first day, considered a good figure for inaugural service.

Buses on three existing lines began extending into Hilltop on the center's opening day, Sept. 2.

Transit Information operator Francine Wilber was on hand at the center's opening day to help Hilltop's information booth personnel in distributing AC Transit pocket schedules and a brochure detailing service to Hilltop.

Close to 10,000 such brochures were distributed to various youth and senior citizens centers prior to the opening, as well as to local Chamber of Commerce offices.

NEW HILLTOP service is explained to information booth personnel by Transit Information Clerk Francine Wilber.

Passenger Trips	July 1976	July 1975	% Change
East Bay	3,219,575	3,251,487	-1.0
Transbay	989,470	934,062	5.9
Fremont/Newark	78,000	65,487	19.1
Contract Services:			
BART	80,397	65,319	23.1
Concord*	37,130	—	—
Pleasant Hill**	8,374	—	—
Total	4,412,946	4,316,355	2.2
Fare Revenue			
East Bay	$ 679,826	$ 652,085	4.3
Transbay	540,457	519,337	4.1
Fremont/Newark	14,819	12,718	16.5
Contract Services			
BART	26,182	22,883	14.4
Concord*	5,685	—	—
Pleasant Hill**	1,181	—	—
Total	$1,268,150	$1,207,023	5.1
Service Miles			
East Bay	1,404,275	1,410,820	-.5
Transbay	728,701	748,382	-2.6
Fremont/Newark	68,771	79,283	-13.3
Contract Services:			
BART	132,695	165,734	-19.9
Concord*	38,971	—	—
Pleasant Hill**	9,912	—	—
Total	2,383,325	2,404,219	-.9

*Contract service in Concord inaugurated Sept. 8, 1975
**Contract service in Pleasant Hill inaugurated Dec. 8, 1975

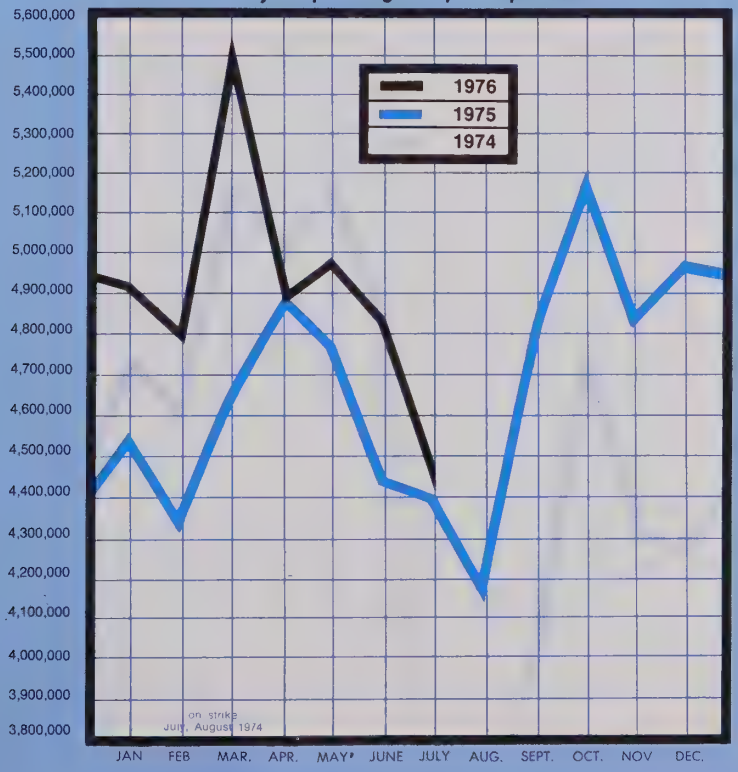
July Financial Report

Total operating expense for July, 1976 was $4,091,432 while operating income was $1,508,954. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,223,056 and left a deficit of $96,553 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 0.03 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting August 19, the Board of Directors:

- Awarded contract to AM General Corp. for 30 articulated buses and spare units, parts and tires, subject to UMTA approval and adopted resolution authorizing filing amendment to UMTA grant for aid in financing purchase, on motion of Director Nakadegawa. (See story, Pg. 6)

* * *

At an adjourned regular meeting August 25, the Board of Directors:

- Authorized participation in Bay Area Urban Transit Institute, on motion of Director Bettencourt.
- Adopted Final Operating Estimate for fiscal 1976-77, on motion of Director Rinehart.
- Authorized one management representative to travel to Washington, D.C., for purpose of expediting UMTA processing procedures and procurement of Federal Operating Assistance funds, on motion of Director Rinehart. (See story, Pg. 5)

Transit-Times

Published monthly by the
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WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

- Adopted resolution fixing property taxes in District No. 1 and District No. 2 for fiscal 1976-77, on motion of Director Rinehart.

All divisions beat safe driving goal

All divisions beat the safe driving goal for the month of July, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District-wide average for July was 15,963.

Newark Division tallied 93,315 miles while Richmond Division drivers scored 16,528 miles.

During July, Emeryville Division achieved 14,685 miles and Seminary Division marked up 14,640 miles driven per accident.

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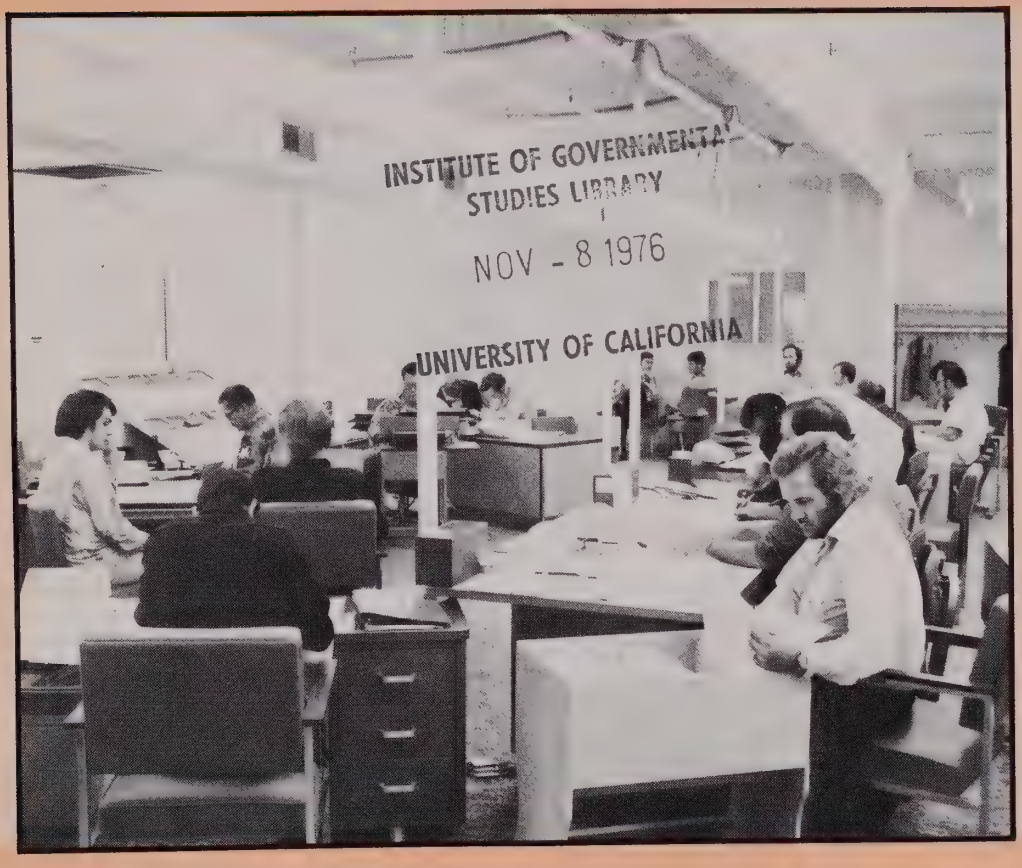
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UNIVERSITY OF CALIFORNIA

Zonal Dial-A-Ride Control Room Coordinates Start of Service

Our 'Stockholders' Write

The letters below come from children attending school in Ben Lomond, Calif., a community near Santa Cruz, and are addressed to AC Transit bus driver *Joe Johnson.*

Late last month, the children were enroute to Novato onboard a coach chartered by their school from a bus company in the Santa Cruz area when the coach became disabled. AC Transit dispatched one of its own buses to transport the children to their destination — the Renaissance Faire — and used the time during their absence to repair the ailing coach.

The letters to Johnson share their thoughts about the journey.

I want to thank you for taking us to the Renaissance Faire. We really enjoyed it. And your bus was really nice. I just love it.

When we got to the school master we wrote with a feather and learned how to say "always wear underwear" in Latin. Well that's all.

Susan Couser

* * *

We were the two boys who sat behind you on the way to the Renaissance Faire. You know, the ones who kept turning on and off the bell and light on the bus. Please write.

Bill and Tim

* * *

I thought the trip was very long. And you bus made it more nice to go the Renaissance Faire. It was a nice Faire.

But there was a lot of micedos there and it was fun. And I found a micedo in my pants. Love.

Ricky W.

* * *

I really liked your bus and I liked the declining seats and the air condishener too.

John Law

Thanks for taking us to the Renaissance Faire. I liked going over the bridges. It was really fun for us. I also liked seeing other big citys like Oakland and the other big citys.

It was a really neat bus with reclining seats and air condishers.

John Wagner

* * *

Thank you for letting us ride on your bus. It was very fun and comfortable all the way up and down. It was very exciting. I all so had a good time at the Renaissance Faire. I liked the air cundisuning.

Did you have fun on the way up there? I did. Love.

Chris Camperi

* * *

Thanks for the tour on our way to the Renaissance Faire and on the way back. We all had alot of fun. Hope you did too.

We loved your bus and you. Air conditioned and everything.

At the fair everyone said we were held up by highway men. Thanks.

Greg

Intensive expansion brings Need for increased funding

AC Transit expects more people than ever will be riding AC Transit buses in the next 10 years, but estimates it will cost more each year to carry them.

The growth in riding, particularly on East Bay lines, has been constant, to the point where AC Transit had 58,000,000 passenger rides in the past fiscal year — the most in its history.

Yet at the present rate of inflation, success is costing more and more and without new sources of revenue, the publicly-owned East Bay transit system will be unable to pay all of its bills by the end of the next fiscal year, June 30, 1978.

Riding projections, based on a three percent growth factor each year, estimate AC Transit will be carrying over 80,000,000 passengers by 1986.

Expansion in service area has been phenomenal, since Fremont and Newark annexed to AC Transit in November, 1974. At that time, the original 11 city service area, stretching from Richmond and San Pablo to Hayward, was 175 square miles.

Growth phenomenal

With Fremont and Newark, plus services operated under contract in suburban areas of Alameda and Contra Costa County and expected to join the network in the current fiscal year, the service area has grown to approximately 600 square miles. The population served is over 1,600,000.

The cost of this service was apparent this month as the Board of Directors adopted a 10-year financial projection which estimates, under present funding sources, a deficit operation starting next year and increasing through all years of the projection.

The projections are part of a report requested by the Metropolitan Transportation Commission on operating and capital needs of AC Transit, S.F. Municipal Railway and Bay Area Rapid Transit District.

The complete report on near and long term financing requirements of public transit in the area is to be submitted to the State legislature by January 10, 1977.

Reserves depleted

AC Transit estimates its contingency reserves will be used up during the next fiscal year, 1977-78, and that it still will end the year short nearly $7,000,000.

Changes in the property tax and an increase in fares, now under study by directors, are not presumed in the projection.

Fleet expansion mandated

Capital improvements call for the purchase of 754 buses over the 10 year period, to replace 503 existing buses or 66 percent of the existing fleet. The purchases will expand the fleet by 251 new coaches.

The cumulative deficit, if additional funds are not made available is projected on paper to reach $260,000,000 by 1985-86.

State funding essential

"This projection shows it is absolutely essential the State legislature provides funds to keep the bus system going," Alan L. Bingham, general manager, told directors.

"Ridership is increasing; more people are leaving their cars; public transit has never been more important. And it's beyond the pocketbooks of the riders to support it."

Female assistant superintendent appointed

AC Transit has its first female assistant superintendent this month in the person of G. L. "Mo" Gross, who has made a career-long habit of being the first woman to step into previously all-male positions.

"Mo" Gross

Mo, who never uses her real first name, became assistant superintendent Oct. 6 and looks back on a career which began Oct. 30, 1942. It was in the early years of World War II when she answered an advertisement for women street car operators.

She went to work for AC Transit's predecessor, the old Key System, as a driver and within a few short months became the first woman to be appointed a dispatcher for the company.

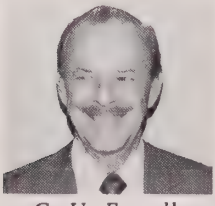
By September of 1947, she had a new title and responsibilities as Emeryville Division's chief clerk — again the first woman to hold the job.

In another appointment, A. L. Ross also has assumed the position of assistant superintendent at Seminary Division.

A. L. Ross

Ross, a resident of Hayward, took over his new post shortly before Mrs. Gross came onboard at Seminary Division, on Oct. 1.

An employee since July 3, 1959, the 42-year-old Ross rose through District ranks to reach his current job.


C. U. Farrell

Promotions were apparent at Emeryville Division this month too when C. U. Farrell began his new post as assistant superintendent.

Farrell, 59, began his career in public transit on Feb. 26, 1962.

He currently resides in Albany.

In addition, three District men have risen to the position of central dispatchers, effective Oct. 1.

H. H. Foster

H. H. Foster, 49, began work in public transportation with the District shortly after AC Transit began public operation. He joined the District on July 12, 1961. Foster is a resident of Pinole.

D. D. Hightman

D. D. Hightman, also a new central dispatcher, joined AC Transit a few months before Foster did, on Jan. 10, 1961.

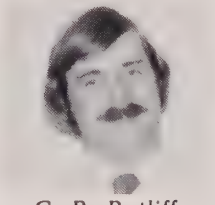
D. D. Hightman, who lives in Alameda, joined AC Transit on Nov. 30, 1964.

Hightman is 42 years old.

W. E. Howe, 53, was employed by the District on Jan. 10, 1961.

Howe makes his home in San Lorenzo.

W. E. Howe


G. R. Ratliff

Among the ranks of new supervisors are D. R. Murray and G. R. Ratliff, both former drivers whose appointments became effective Oct. 1. Ratliff, 39, joined the District on Jan. 30, 1963 and lives in Lafayette.

Supervisor Murray began his employment with AC Transit on Dec. 6, 1965.

D. R. Murray

Murray, 35, resides in Newark. Appointments were made by use of the District's new Affirmative Action Program.

ROADEO CHAMPS in local competitions are seen with District trophies awarded last month. At right, first place winner Everett Cooper Jr. is seen gathering thoughts in preparation for the national roadeo being held this month in San Francisco, sponsored by the American Public Transit Association. At left, is R. R. Freund who marked up a third place showing and B. R. McCaslin, center, who came in second.

Newly designed buses tour District cities

The first newly designed bus to travel East Bay streets since 1960 toured several cities served by the District last month, previewing the type of coach passengers may ride in years to come.

The demonstration was held to acquaint riders with new bus designs being considered for fleet replacement and expansion.

Tour of Flxible's Model 870 was to be followed up late this month with a similar display in the same cities by GMC Truck & Motor Division's new RTS-2 coach.

Both models offer riders 50 percent more visibility through large tinted windows and increased comfort with wall-mounted cantilevered seats.

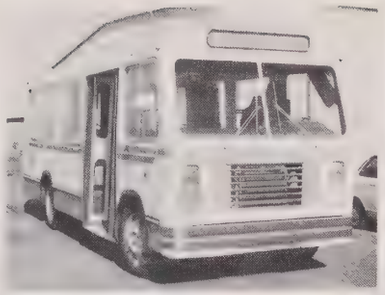
Each manufacturer points to automatic, all-season climate control, impact absorbent bumpers and maintenance features predicted to reduce service costs over the 15-year life expectancy of each bus.

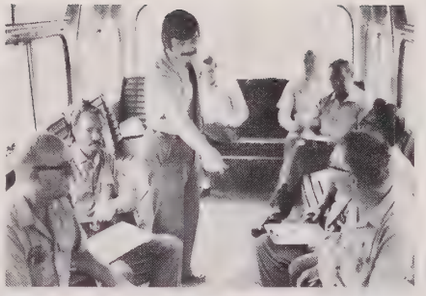
Both buses are 40-feet long, with the Flxible coach seating 48 passengers; General Motors' model seats 47.

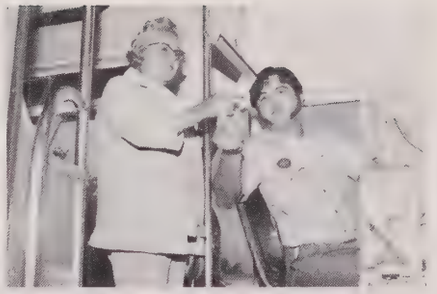
The RTS-2 has snap-on exterior body panels which can be replaced in substantially less time than the present rivet type panels, according to GMC. Flxible's Model 870 features sidewall construction of full length interlocking aluminum extrusions, which Flxible says will be easier to repair.

The new model coaches are the first new city transit bus designs to be shown locally since the District put a fleet of new look "Transit Liners" into service between East Bay cities and San Francisco on Christmas Day, 1960, two months after AC Transit went into operation.

FUTURE TRIPPING for AC Transit riders may be done in newly designed buses now becoming available from several manufacturers. Above, the new Flxible 870 is seen with a General Motors model currently in use. The Flxible coach toured East Bay cities last month, demonstrating 50 percent more visibility and increased interior comfort.







Community support evident for new Improved Fremont/Newark service

Months of preparation and training paid off this month when improved public transit for Fremont and Newark went into operation smoothly and with professional expertise.

A new zonal Dial-A-Ride system was inaugurated in two zones on Sunday, October 17. An expanded commute service, involving 12 new, additional mini-routes, began operation on the following day, Monday, October 18. Control room personnel at the Newark Division, along with drivers, supervisors, instructors and other workers, handled the different services "like real veterans", according to J. Dale Goodman, transportation manager.

The basic seven fixed routes continued to operate during both phases, serving as "backbone" for the commute network that dips into virtually every neighborhood in the suburban southern Alameda County area.

The fixed routes also serve as the basis for Dial-A-Ride, which began in two zones — one the older Centerville section of Fremont and the other in western Newark. The two cities have been divided into 21 Dial-A-Ride zones for the doorstep service, which operates in off-peak hours only.

COMMUNITY involvement in system implementation is seen in picture above right as Newark Senior Human Services Coordinator Izzy Rodriguez and Ralph Dannenberg, recreation supervisor, post transit map at Newark Community Center. Gary Petruzzi, 12, in picture above left, delivers informational packet to Zone 5 resident. Similar distributions were done door-to-door in both zones. At top left to right, first Fremont Dial-A-Ride driver Robert Perez receives guidance from Instructor Jim Barlow. Next photo displays first of 29 small buses received from Minibus for use in neighborhood service. Later, Perez makes a stop to check with Supervisor D. R. Murray as Barlow is shown instructing drivers on new mini-fixed routes. At far right, first Dial-A-Ride passenger Mary Miraglie receives a transfer from Perez.

Other zones will be phased in gradually until the system is fully implemented or until all available buses are scheduled.

The first Dial-A-Ride passenger in Zone 5, the Centerville area, was so anxious to use the new service she tried a week too early.

However, when inaugural day arrived, Mrs. Mary Miraglie of the Paseo Park complex, 38228 Paseo Padre Parkway, was set to ride to The Hub in time for noon-time store openings.

Is she going to use Dial-A-Ride?

"You're darn toots I am.

"I don't drive. I can't walk too much. This is marvelous and I'm going to use it all the time. But if I had known I was going to have my picture taken, I would have fixed up and worn my false eyelashes!"

An informational campaign, which concentrated on getting data on the two different services into every household in Fremont and Newark, was credited with a "big assist" in the start-up.

THE COVER — Nerve center of Fremont/Newark's new zonal Dial-A-Ride system is shown as workers man the control room, located in Newark Division. Months of training went into the preparation of each employee for the task prior to first day operation this month.

First day riding on Dial-A-Ride was below expectation, with only 20 taking advantage of the doorstep service in the two zones on the first day. By the second day, ridership in the two zones was up to 71.

Commute service, meanwhile, was booming, with passengers riding mini-routes to fixed routes direct to BART stations at Fremont and Union City.

NEW EMPLOYEES

AC Transit welcomes these new workers

Lucille E. Acito
Transportation
Emeryville

Rodney G. Amey
Transportation
Seminary

Sharon Anaya
Transportation
Seminary

Jimmie Anderson
Transportation
Seminary

Henry T. Arrington Jr.
Transportation
Seminary

David C. Augusta
Transportation
Seminary

Ronald J. Boner
Transportation
Richmond

Merle L. Bowen
Transportation
Seminary

Richard V. Boyd
Transportation
Richmond

Eugene Brown
Transportation
Seminary

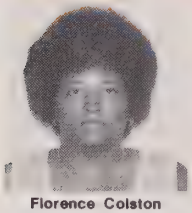
Yvonne M. Capobianco
Transportation
Seminary

Edward F. Case
Transportation
Seminary

Alfred L. Chappell II
Transportation
Emeryville

Steven R. Christensen
Transportation
Seminary

Stanley G. P. Chow
Transportation
Emeryville



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Donald Covington
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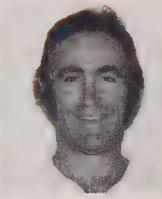
LaVonne R. Craft
Transportation
Richmond



Charles M. Dahme
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James G. Dorazio
Transportation
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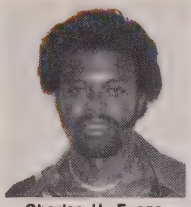
Donald Dutton
Transportation
Richmond



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Brian J. Finnegan
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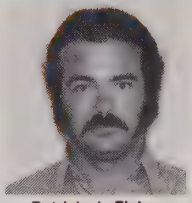
Seminary



Patrick J. Fisher
Transportation
Seminary

Herbert Ford
Transportation
Emeryville

James A. Foster
Transportation
Seminary

Danny L. Greene
Transportation
Seminary

Juanita D. Hagemann
Transportation
Emeryville

James A. Hall
Transportation
Seminary

Kenneth R. Hall
Transportation
Seminary

Cleveland Hauley Jr.
Transportation
Seminary

Ollie Hayes
Transportation
Seminary

Daniele S. Heath
Transportation
Emeryville

Alvin E. Hill
Transportation
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Barbara F. Hoyer
Transportation
Emeryville

Karla M. Kaizoji
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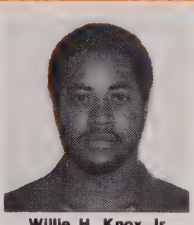
Seminary

Spencer W. Keesee
Transportation
Emeryville



Willie H. Knox Jr.
Transportation
Seminary

Fe G. Kulikowski
Transportation
Emeryville

Thomas J. Lauer, Jr.
Transportation
Richmond

James E. Lee
Transportation
Seminary

William F. Lenahan
Transportation
Seminary

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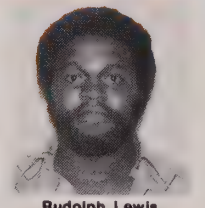
Transportation
Seminary

Raymond Little
Transportation
Seminary



Rudolph Lewis
Transportation
Emeryville

FAREWELL parties usually are planned as a surprise, but driver Ed Munson little expected his passengers to direct him off his route and straight to the party. Kneeling, Munson displays a clock and pen desk set and wine presented him by his riders.

Passengers surprise driver with sudden Detour suggestion on last work day

When driver Ed Munson began his last work day before retirement, he had little idea his career would be crowned by an unexpected detour.

Even more distant from his mind was the thought his Castro Valley passengers would conspire with the District to commandeer the bus off its regular route.

But detoured it was — right into a local parking lot where a surprise party greeted the stunned Munson. Some 25 long-time riders awaited him with farewell presents, hors d'oeuvres and cake.

The idea originated with the riders themselves who passed the word to other passengers and AC Transit, which assisted in the venture.

Munson was nearing the finish of his route Sept. 30 on Line R-CV when suddenly an insistent chorus from his riders demanded that he pull into a large parking lot of the Payless Co., which had given permission for the party's location.

"I knew something was wrong because nobody got off all along the route. I kept driving with a bus full of people that should have been empty by then," Munson recalled.

As he pulled into the lot, another group of familiar faces waved the bus onward and Munson's face began to tell of the realization which struck him.

Alighting from the coach, Munson was surrounded by hands reaching out to him while moist eyes confirmed the only words he uttered — "I don't believe this."

And riders exchanged last names to go with the first ones they'd known for years.

Currently a resident of San Leandro with his wife, Diana, daughter Donna, and son, Gerald; Munson, 55, joined the District on Oct. 27, 1945.

"I don't think I'll feel like running to catch the bus from now on, Ed," one passenger lamented.

All divisions beat Safe driving goal During September

All divisions beat the safe driving goal for the month of September, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District-wide average for September was 16,789.

Newark Division tallied 46,427 miles while Emeryville Division drivers scored 18,905 miles.

During September, Richmond Division achieved 17,619 miles and Seminary Division marked up 13,819 miles driven per accident.

August Financial Report

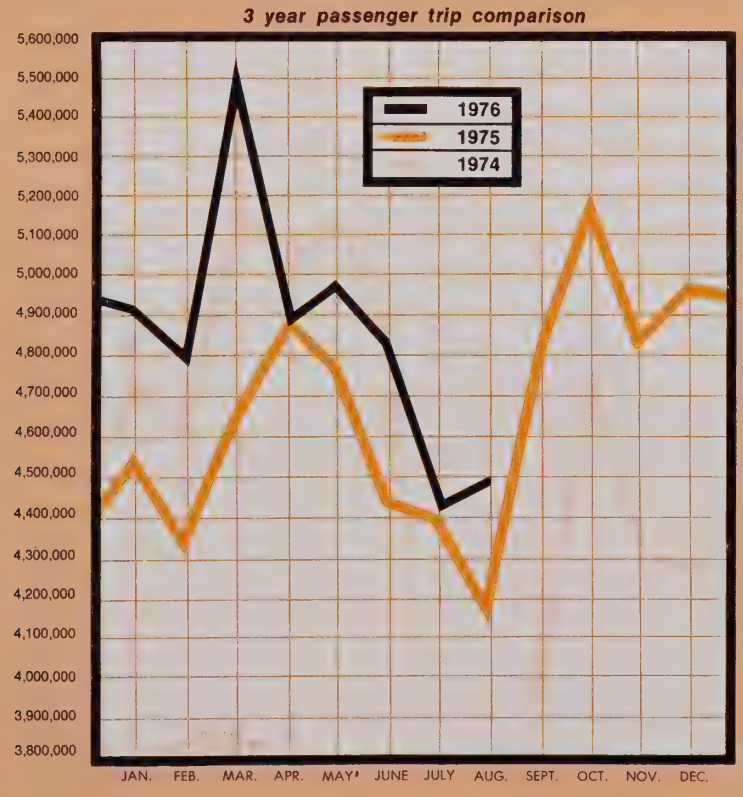
Passenger Trips	August 1976	August 1975	% Change
East Bay	3,292,712	3,116,402	5.7
Transbay	996,177	902,144	10.4
Fremont/Newark	76,111	60,341	26.1
Contract Services:			
BART	83,313	65,399	27.4
Concord*	39,687	—	—
Pleasant Hill**	8,704	—	—
Total	4,496,704	4,144,286	8.5
Fare Revenue			
East Bay	$ 666,897	$ 664,235	.4
Transbay	543,053	502,767	8.0
Fremont/Newark	14,056	11,553	21.7
Contract Services			
BART	27,219	22,782	19.5
Concord*	6,126	—	—
Pleasant Hill**	1,129	—	—
Total	$1,258,480	$1,201,337	4.8
Service Miles			
East Bay	1,406,471	1,397,333	.7
Transbay	744,460	732,287	1.7
Fremont/Newark	70,429	77,606	-9.2
Contract Services:			
BART	136,422	155,397	-12.2
Concord*	39,841	—	—
Pleasant Hill**	10,384	—	—
Total	2,408,007	2,362,623	1.9

*Contract service in Concord inaugurated Sept. 8, 1975
**Contract service in Pleasant Hill inaugurated Dec. 8, 1975

Total operating expense, including interest on bonded debt and principal on bonded debt, for August, 1976 was $4,243,580 while operating income was $1,522,607. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,243,516 and left a deficit of $64 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed an increase of 0.90 percent in total passengers carried.



Actions of the Board

At a regular meeting September 8, the Board of Directors:

● Referred all bids for chrome plating of fareboxes to management for evaluation and recommendation, on motion of Director Bettencourt.

● Authorized one Board Member to participate on Steering Committee approved by Metropolitan Transportation Commission to develop transit financing report for State Legislature; and reimbursement of participating Board Member's expenses, on motion of Director Bettencourt.

● Authorized one participant to attend Eighteenth Urban Mass Transportation Management Seminar, on motion of Director Bettencourt.

● Authorized General Manager to lease 1,978 square feet of office space in Latham Square Building, on motion of Director Bettencourt.

● Authorized General Manager to advertise and seek bids for drapery and carpeting for Latham Square Building offices, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting September 22, the Board of Directors:

● Authorized two participants to attend Secretariat Seminar, on motion of Director Bettencourt.

● Authorized two management personnel and Board Members to attend Transportation System Management Conference, on motion of Director Nakadegawa.

● Established Line F-San Francisco, Adeline Street and Line 88-Market Street current detour routes as permanent; authorized inauguration of additional service for Hiller Highlands to Skyline High School at earliest possible time and authorized participation with CALTRANS for development of Park and Ride facility under Interstate 580/MacArthur Freeway overpass at Fruitvale Ave., subject to local share funding by MTC, on motion of Director Berk.

At a regular meeting October 13, the Board of Directors:

● Awarded contract for Drapery and Drapery Hardware to Installation Services Corp., of Oakland, subject to compliance with specifications on motion of Director Rinehart.

● Authorized one participant to attend National Safety Council Annual Meeting, on motion of Director Bettencourt.

● Authorized four older automobiles declared surplus and offered for sale, on motion of Director Bettencourt.

● Awarded contract for chrome plating of 413 fareboxes to Esposito Plating, on motion of Director Nakadegawa.

● Authorized inclusion of Catholic Voice in media plan budget for 1976-77, on motion of Director McGuire.

● Postponed action on agreement for advertising space on buses awaiting receipt of additional information on Affirmative Action program of agency on motion of Director Nakadegawa.

● Authorized expenses for Board Members' attendance at Annual APTA Meeting, on motion of Director McGuire.

● Adopted 10 year District financial projection, on motion of Director Rinehart.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
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Vol. 19, No. 5 NOVEMBER 1976

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UNIVERSITY OF CALIFORNIA

AC Transit fleet carries Thousands to Cal Big Game

PARTICIPANTS of Bay Area Urban Transit Institute gather in District board room prior to presentation on functions of the Public Information Department. Some 21 persons attended the first seminar, whose success points towards regularly scheduled such seminars.

BAUTI

Seminar launched to broaden scope Of public transit workers' expertise

Expanded knowledge of urban transit emerged for participants of a recent seminar aimed at rounding out the public transportation workers' expertise.

Participants praised the seminar for offering a broader understanding of public transit as a whole, while bringing into focus operations outside the sphere of their regular duties.

Inaugurated as the Bay Area Urban Transit Institute, plans call for the program to be offered on an ongoing basis.

Twenty-one persons enrolled for the seminar lasting Nov. 1 through 6, representing urban transportation engineers, planners, managers, operators and academicians.

The seminar was under the direction of the California Department of Transportation (CALTRANS), while being sponsored by local transit properties whose representatives served as instructors.

The United States Department of Tansportation and Urban Mass Transportation Administration also cooperated in the new learning venture.

AC Transit, Muni, BART and Golden Gate Transit provided instructors for courses beginning at 8 a.m. and lasting to 5 p.m. Night classes were offered two nights, also.

Instructors were supervisory or management personnel who are directly involved in day-to-day operations.

THE COVER — Buses used for special service to and from the Cal-Stanford Big Game stretch along the line of sight on Bancroft Ave. to the International House. Some 3,354 more riders took advantage of the service this year as compared to the last home game in 1974 with 8,958 persons riding AC Transit to the game in 1976. Some 5,604 rode in 1974 while 107 buses were used this year, some 40 more than in 1974.

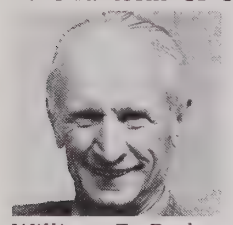
Participants studied under AC Transit instructors for two days, with background offered on labor relations, public information, transportation operations, scheduling and a tour of division sites.

Similar classes were held during the week at the respective headquarters of BART, Muni and Golden Gate Transit.

District incumbents win re-election By large vote majorities

East Bay voters returned three incumbent AC Transit directors to office in the Nov. 2 general election.

Ray Rinehart, serving as an At-Large director, and William E. Berk, representing Ward 2, were elected by large majorities. Director Roy Nakadegawa, who serves Ward 1 voters, was unopposed in his bid for a second term of office.



William E. Berk

Berk, who has worked diligently for establishment of efficient public transit in West Contra Costa County, has served as a member of the Board of Directors since January, 1961.

Former president of Timmons and Berk Plumbing, Inc. of San Pablo, Berk is prominent in housing, building and contracting associations. His constituency is found in Albany, a portion of Berkeley, Emeryville, El Cerrito, Richmond, San Pablo and nearby unincorporated areas.

Ray Rinehart

Rinehart, a certified public accountant with work experience ranging from truck driver to business executive, is a long time member of the board.

He was appointed to the board in 1963 due to his "training, experience and interest in financial matters."

Roy Nakadegawa

Nakadegawa, a civil engineer, has served Ward 1 voters since his election to the Board in 1972.

He is employed by the City of Richmond and finds his constituency in portions of Berkeley and Oakland.

Special summer park service shows increased ridership in third year

AC Transit's third year of operating special summer service to four popular East Bay Regional Parks ended Labor Day, showing almost a 20 percent patronage increase over last year.

Total of 17,241 passenger trips were made on lines extending into Tilden, Roberts, Don Castro and Lake Chabot Parks, as compared to the 14,435 passenger trips made in 1975.

Summer service to the parks began June 12, with the East Bay Regional Park District helping to subsidize the program through a contribution of $3,450 and responsibility for publicity.

Service to the hilltop parks was inaugurated in 1974 to encourage visitors to leave cars at home.

All divisions beat safe driving goal

All divisions beat the safe driving goal for the month of October, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District-wide average for October was 17,348.

Newark Division tallied 38,905 miles while Emeryville Division drivers scored 19,745 miles.

During October, Richmond Division achieved 15,245 miles and Seminary Division marked up 15,104 miles.

District refurbishing older coaches In effort to save public funds

The District will continue to refurbish older buses in good mechanical condition to save taxpayers' money while still providing comfortable riding for an increasing number of patrons.

Approval to refurbish 56 coaches at a total cost of $258,832 was given by the Board of Directors last month. Eighty percent of costs will be funded by the Urban Mass Transportation Administration.

The refurbishing of the buses, all 35 feet long, is intended to improve the safety, comfort and appearance of coaches and extend their useful life by at least an additional five years, Alan L. Bingham, general manager, told the board.

Advance design 35-foot buses will not be produced until at least one full year following the manufacture of 40-foot coaches, according to manufacturers' predictions. A bid opened for newly designed 40-foot buses specified by the District had a price per unit of $91,500, plus delivery and taxes, but award of contract and further proceedings have been held up by legal procedures.

Fifty of the 35-foot buses to undergo face-lifting are 102 inches wide and have air conditioning. They were delivered in February, 1961, and are in excellent mechanical condition, Bingham said. The other six are 96 inches wide and were delivered in Sept., 1962.

Safety plus comfort

Refurbishing will include installation of new interior ceiling paneling, installation of new floor covering, step tread and entrance plates, re-upholstering of seats, the installation of curb lights for safety of passengers boarding and leaving the bus at nighttime, backup lights and backup horn and complete interior and exterior painting.

The District already has refurbished 61 older buses, ordered in 1960 at a price of $34,420 each, including taxes. These buses, now being fully depreciated, are expected to run one million miles before needing a major engine overhaul.

Mileage averaged 700,000 when the refurbishing took place during the past fiscal year.

POSSIBLE look of the future for District fleet is seen on left in the new General Motors RTS-2 coach displayed throughout AC Transit service area cities last month. The coach offers 50 percent more visibility, maintenance efficiencies and increased interior comfort.

CALIFORNIA Highway Patrol spokesman Matt Mattoon, left, terms District care of buses chartered for school field trips "oustanding" during an interview with KPIX-TV reporter Ben Williams.

District maintenance of charter Buses for schools said 'outstanding'

Maintenance safety checks of AC Transit buses used for chartered school field trips have been labeled "outstanding" by the California Highway Patrol.

The comment came as CHP officials conducted the first of annual certification inspections for public carriers of school children.

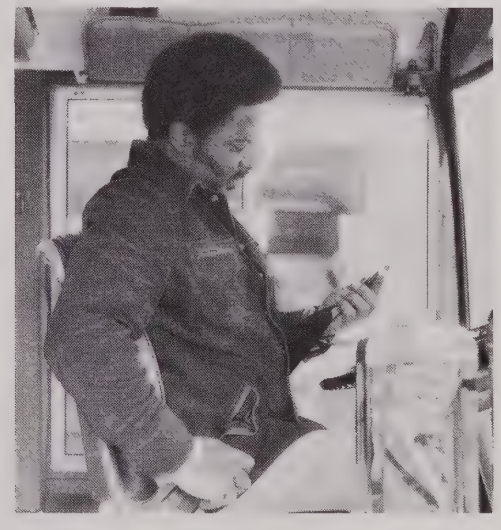
Annual certification of school carriers, both public and private, is required by new state legislation taking effect Jan. 1, 1977. Some 400 carriers in Northern California are subject to the law.

"AC Transit's inspection maintenance program ranks as one of the most effective of any carrier in the area," Matt Mattoon, CHP operations inspector, told newsmen Nov. 12.

The only modification AC Transit coaches will undergo to meet standards of the new law is addition of a seat belt for the bus driver. All other aspects of the District fleet and maintenance program meet the new requirements, CHP officials said. Some 276 District coaches will be equipped with driver seat belts.

AC Transit has "consistently maintained an 'A' rating with us," Mattoon added.

An "A" rating is the highest classification the California Highway Patrol gives.



SEAT belt installed for driver is inspected by Bay Area television personality Mike Mills, of KRON-TV. Some 276 District buses were equipped with the seat belts to meet new state regulations for school carriers, both public and private.

District's 20th anniversary Recalls early days

FIRST Board of Directors are sworn in at picture top left, with directors left to right, William J. Bettencourt, J. Howard Arnold, Robert K. Barber, Paul E. Deadrich, Clair W. Macleod, Col. Robert M. Copeland and John McDonnell with Alameda County Court Clerk Jack Blue officiating. At top right, the tenth Board of Directors to serve — the current board — is sworn in by Judge Robert Fairwell. From left are Bettencourt, Roy Nakadegawa, Kimi Fujii, Ray Rinehart, McDonnell, William E. Berk and Chester C. McGuire, Jr., the newest member. At lower left, Governor Goodwin Knight signs legislation which enabled voters to create the District through election. Present for the signing was Robert Nisbet, third from right, attorney for the District since its inception. At lower right, directors from the original Board of Directors cut cake during a recent celebration of the District's 20th Anniversary. From left are former Director Copeland and Bettencourt and McDonnell, who still serve as directors.

AC Transit, now a familiar part of the East Bay social and economic structure, was given life 20 short years ago — by vote of the residents who now own it.

It was 20 years ago this month, on Nov. 6, 1956, that voters in Alameda and Contra Costa counties embraced public ownership of a transit system.

As well as creating the "Alameda-Contra Costa Transit District," voters also selected seven representatives to set policy as AC Transit's first Board of Directors. It was the first public transit board to be elected by the people.

With the affirmative vote and installation of board members, AC Transit existed as a legal entity. It was empowered to serve residents and levy taxes within a geographical area roughly from Richmond to Hayward.

Buses did not run under AC Transit authority until Oct. 1, 1960, after a successful $16,500,000 bond issue to buy out the old Key System. It was during these years from 1956 to 1960 that the early policy makers and the skelton staff crew met regularly to chart AC Transit's coming debut.

The first board members included Robert K. Barber, J. Howard Arnold. John L. McDonnell, William J. Bettencourt, Paul E. Deadrich, (Col.) Robert M. Copeland and Clair W. MacLeod.

Two of the early board members, McDonnell and Bettencourt, still sit as AC Transit directors. They were joined by former Director Copeland, remembered affectionately as "The Colonel," following a board meeting Nov. 10.

The reunion brought back memories of night meetings in available living rooms and the first offices housed in Berkeley's Claremont Hotel.

Bettencourt recalled some of those first days.

"I was working in San Francisco at the time and, of course, having been born and reared here in the area I was acquainted with Key System.

"I followed their progress, their lack of progress and then was acquainted with the fact that this was going to be on the ballot — whether or not the public should take over transit. I did run and was elected," he said.

Highlights of those first days, Bettencourt recalled, were early personnel selections as well as choosing the official AC Transit colors and emblem.

He voiced pride in being part of AC Transit and for the reputation it holds.

Col. Copeland, who was escorted to his former seat on the board, spoke briefly of AC Transit's quiet integration into the neighborhoods.

"AC Transit has been such an efficient, quiet, successful organization that it might very well be copied in many other places," Copeland said.

"I certainly miss the times I had with the District and hope it continues as successfully now as it has since I left it," he added.

Director McDonnell spoke of memories of inspection tours of other properties when AC Transit operations were still on the drawing board.

He was instrumental in seeing to it that the experience of other transit properties was incorporated into District projections.

"It was a pleasure to work with those seven men that started on the Board of Directors," McDonnell said of his colleagues.

General Manager Alan L. Bingham complimented members of the board for their integrity in defining District policy.

"Last week a group of students asked what we attribute the success of AC Transit to. And I said, 'It's people that set the policies that determine success or failure of an organization.'

"First and foremost is a Board of Directors elected by the public as their direct representatives. Second, a group of people who have integrity, a group of people who have dignity, a group of people who can work well together.

"And that's been the experience of this Board of Directors and it is that experience and that quality of our board that in my judgement have us where we are today. And I think all of us want to...salute our Board of Directors," Bingham said.

HOME at last, the Souths pose for a photo displaying the decorated motorcycle which carried them on a 7,500 mile Bicentennial celebration.

For 7,500 miles

Driver celebrates Bicentennial on a Honda

You celebrate the Bicentennial your way.

Charles H. South will do it his way — like traveling 7,500 miles through 14 states on a specially decorated motorcycle with his wife Priscilla and a fold-up camper-trailer riding behind.

If you are looking for Marlon Brando or a character from "The Wild One" forget it. "Charlie" and Priscilla are a pleasant, middle-aged couple whose Union City residence is in a neighborhood where lawns are trimmed and paint is not peeling off garage doors. It is typical suburbia with an exception: the Souths' five motorcycles, including the Honda Gl 1000, biggest made by that company, and the small trailer-camper they pull behind it on outings.

"I just wanted to do something to celebrate the Bicentennial," Charlie says, "so we decorated the motorcycle and trailer and toured the country."

They got matching shirts with American flags printed on the front, as well as sprinkling decals on their bike and trailer saying, "USA 1776-1976."

The trailer and motorcycle unit carry 100 pounds of equipment in the scoot boot and saddle bags alone, with 140 pounds of gear in the trailer. In addition to the "Big Trip," it gets plenty of use on weekends.

Talk about a bus driver's holiday!

South is a driver for AC Transit working out of the bus system's Newark Division yard. He has been behind the wheel of public transit coaches for nearly 20 years. His motorcycle riding, however, dates back much farther.

"I got my first motorcycle when I was 13," he says, mentioning he had his 50 birthday "a while ago...the last one I'm going to count."

The Souths' decision to celebrate America's 200th birthday in their own way happened in 1975 when they met another couple while touring in Oregon.

Return trip next year

"They were from Missouri," Priscilla says, "and they road back down with us to Union City. When they left they said they wouldn't see us unless we came back and saw them. I turned to Charlie and said that would be next year."

But the decision was not made that easily. Major surgery loomed ahead for Priscilla, and even after planning, they were not sure they would be able to launch their adventure until this summer, six weeks after Priscilla's operation.

Large investment

Although you may get better gas mileage on a motorcycle than in a car, don't jump to the conclusion you will get away cheaply. The Souths invested some $4,000 for their red, white and blue means of transportation with its water-cooled, 4-cylinder, shaft-driven specifications.

It all was worth it, they both agree. They stopped at camp grounds across the country to pitch their tent and take advantage of laundry rooms and showers. They met other couples who rode various distances with them. But most importantly they "got a good look at this country and what it's all about."

Three lines see trip curtailment Prompted by low night, weekend use

Discontinuance of night and weekend trips on three bus lines because of lack of patronage has been approved by the Board of Directors.

All of the lines are carrying three or less passengers per trip. The trips will be dropped Dec. 5, at an estimated annual savings of $20,500.

Approved for curtailment by the Board last month were:

• Line 42-Oakland-Alameda:

Bus which leaves Grand Ave. and Broadway at 3:29 a.m. to Alameda Naval Air Station, returning from the station at 4:04 a.m. Monday through Friday.

On Saturdays, Line 42 trips leaving Grand and Broadway at 3:29, 4:34, 5:26 a.m. to Alameda and leaving the Naval Air station at 4:04, 4:45, 5:41 a.m. to Oakland.

Sundays and holidays, same early morning trips, plus the bus leaving Grand and Broadway at 5:53 a.m. and returning to Oakland and Piedmont at 6:22 a.m.

• Line 51/58-Oakland-Alameda:

Trips leaving MacArthur Blvd. and Broadway at 2:36 and 3:31 a.m. to High and Fernside and returning from Alameda at 3:05 and 4:01 a.m. to downtown Oakland, seven days a week.

Sundays and holidays, buses leaving Grand and Broadway at 4:29 a.m. and MacArthur Blvd. and Broadway at 4:41 to Alameda, returning at 4:51 and 5:15 a.m.

In addition, on Sunday only, the northbound trip to BART/El Cerrito at 7:12 a.m. would be changed to operate to and from the Berkeley Marina.

• Line 54-35th-38th Aves.

On Saturdays, first round trip in the morning leaving 35th Ave. and MacArthur Blvd. at 6:25 to 38th and MacArthur at 7:08 and back on 35th and MacArthur at 7:27 a.m.

• Line 54/79-35th Ave.-High St.

On Sunday, Line 79 trip that leaves Daisy St. and Thompkins Ave. at 7:55 p.m. and operates to BART/Fruitvale at 8:09 p.m. From BART/Fruitvale, bus operates via Line 54 to 38th and MacArthur at 8:17, leaving at 8:29 p.m. to return to the BART station.

Early morning trips on Line 54 and a trip to Alameda Naval Air Station on Line 42 for 5 a.m. workers still are under study.

Passengers on the lines were notified of plans to discontinue the affected trips and were invited to appear before a project development committee meeting during October. There were no responses at the meeting.

United Way campaign Donations being sought By District volunteers

The campaign for AC Transit's contributions to United Way is underway this month, with a goal of increasing last year's receipts by 20 percent.

Employees are being contacted by "donor reps" for contributions, according to Andrew Phillips, District United Way chairman.

Phillips added that members of both labor and management are represented on the steering committee which oversees the eight week campaign.

Last year, employees gave a total of $21,104 or 23.6 percent more than the $17,078 given in 1974.

Contributions last year were the highest amount ever given by the District to the charitable organization, winning it an "outstanding achievement" citation from United Way.

In addition, three District departments received Honor Awards for increased donations over previous years.

NEW EMPLOYEES

AC Transit welcomes these new workers

Esmond M. Mason
Transportation
Richmond

Richard McClendon Jr.
Transportation
Seminary

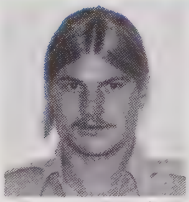
Henry McCowan
Transportation
Emeryville

Hiran E. McKinney
Transportation
Richmond

Donna J. Meacham
Transportation
Emeryville

Arthur L. Meeks
Transportation
Emeryville

Sammie L. Morris
Transportation
Richmond



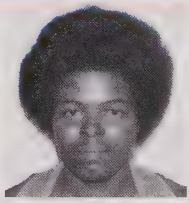
Dennis B. Noorda
Transportation
Seminary

Imogene E. Patrick
Transportation
Emeryville

La Tanya Randolph
Transportation
Seminary

Diane S. Reese
Transportation
Seminary

Elaine G. Rich
Transportation
Richmond



Ora L. Samuels
Transportation
Seminary

June M. Seeley
Transportation
Seminary

Margie M. Smith
Transportation
Seminary

Joyce F. Stephenson
Transportation
Richmond

Karen L. Stiles
Transportation
Emeryville

Ethel H. Walker
Transportation
Seminary

Carol B. Williams
Transportation
Richmond

Lois Williams
Transportation
Richmond

Passenger Trips	Sept. 1976	Sept. 1975	% Change
East Bay	3,641,330	3,692,975	-1.4
Transbay	1,051,452	984,188	6.8
Fremont/Newark	81,855	64,707	26.5
Contract Services:			
BART	88,775	65,340	35.9
Concord	41,658	26,718	55.9
Pleasant Hill*	11,024	—	—
Moraga**	10,401	—	—
Total	4,926,495	4,833,928	1.9
Fare Revenue			
East Bay	$ 708,697	$ 706,253	.3
Transbay	538,996	515,586	4.5
Fremont/Newark	15,034	12,648	18.9
Contract Services:			
BART	28,843	23,158	24.5
Concord	6,598	4,102	60.8
Pleasant Hill*	1,644	—	—
Moraga**	854	—	—
Total	$1,300,666	$1,261,747	3.1
Service Miles			
East Bay	1,383,564	1,371,733	.9
Transbay	750,910	773,441	-2.9
Fremont/Newark	67,756	76,178	-11.1
Contract Services:			
BART	134,886	161,993	-11.3
Concord	42,047	30,546	37.7
Pleasant Hill*	9,912	—	—
Moraga**	10,145	—	—
Total	2,399,220	2,403,891	-.2

*Contract service in Pleasant Hill inaugurated Dec. 8, 1975
**Contract service in Moraga inaugurated Sept. 13, 1976

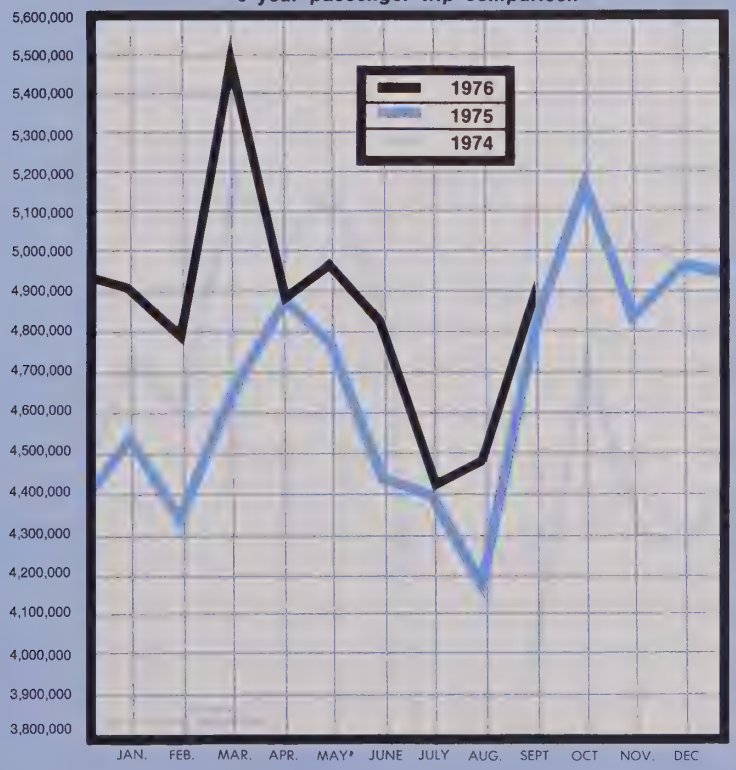
September Financial Report

Total operating expense, including interest on bonded debt and principal on bonded debt, for September, 1976 was $4,401,875 while operating income was $1,535,577. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,262,295 and left a deficit of $139,580 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 3.22 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting October 27, the Board of Directors:

- Awarded contract for carpeting to Mortensen's Carpets, Inc., subject to compliance with specifications, on motion of Director Rinehart.
- Authorized General Manager to seek bids for materials for refurbishing 56 buses, subject to UMTA approval, on motion of Director Berk.
- Authorized General Manager to sell 28 surplus buses, less tires, to highest bidder, on motion of Director Berk.
- Authorized selected trips on Line 42-Oakland-Naval Air Station, Line 51/58-Oakland-Alameda, Line 54-35th Ave. and Line 79-High St. be discontinued at earliest possible time, due to minimal patronage, on motion of Director Berk. (See story, Pg. 9)
- Authorized extension of Line S-San Francisco routing and service hours, on motion of Director Bettencourt.
- Adopted proposed response to Metropolitan Transportation Commission on strategies proposed by the Bay Area Transit Financing Steering Committee, on motion of Director Rinehart.
- Authorized General Manager to enter into five-year agreement for advertising space on buses with TDI/Winston Network, on motion of Director Berk.

* * *

At a regular meeting November 10, the Board of Directors:

- Authorized the General Manager to participate in UMTA Research and Development Priorities Conference, on motion of Director McDonnell.
- Authorized General Manager to enter into lease agreement with Boothe Computer Corp. on motion of Director McGuire.

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Vol. 19, No. 6 DECEMBER 1976

Transit-Times

INKING AGREEMENT — Representatives of the Eastern Contra Costa County Transit Authority sign contract with AC Transit General Manager Alan L. Bingham, seated left, for new local bus service in Pittsburg, Antioch and Brentwood. Representing the transit authority are, from left, Delma Webb, Helen Mackintosh, Chairman Barbara Guise and Joseph Siino. Under the agreement, five local routes — two in Pittsburg, including West Pittsburg, two in Antioch and one in Brentwood — are scheduled to begin operating late Summer. The service is initially slated to operate on weekdays only, with a frequency during commute and midday hours of 60 minutes in Pittsburg and Antioch and 90 minutes in Brentwood.

Two more Dial-A-Ride zones inaugurated

Two additional Dial-A-Ride zones were opened in Fremont on Dec. 12 with ridership exceeding expectations in the off-peak door-to-door service.

The two new zones are in the Niles area and in north Fremont, for Special Transit Service District 2 in Fremont and Newark.

Addition of the two zones resulted in nearly tripling Dial-A-Ride passenger trips recorded in the two communities. Before the opening of the new zones about 100 passengers per weekday were using the specialized service. By the end of the first six days of operation, weekday ridership was averaging some 275 passenger trips per weekday.

DIAL-A-RIDE map distribution for new Fremont/Newark zones took place with the help of youthful workers such as 12-year-old Richard Bess.

Portions labeled 'unworkable'

Changes urged in MTC funding report

AC Transit directors unanimously have expressed opposition to portions of a report on future transit funding, which has been adopted by the Metropolitan Transportation Commission for submission to the State Legislature.

At the direction of the board, General Manager Alan L. Bingham appeared before the commission this month, describing elements of the report as "unrealistic and misleading to the State Legislature."

The study was ordered by the Legislature under Assembly Bill 3785 which extended the half-cent sales tax for the three counties served by BART.

One recommendation calls for toll increase on three Bay bridges to $1, with the additional revenue channeled to assist AC Transit, BART and San Francisco Municipal Railway. AC Transit directors favor such a move.

However, the board took issue with other recommendations.

They include:

- A provision that fares cover 35 percent of operating costs.
- A requirement that if wages and salaries are increased by more than 5.5 percent in the future, additional monies over 5.5 percent be derived from fares.
- A provision that operating costs be reduced by five percent through increased efficiency.

Bingham noted that requiring fares to cover 35 percent of operating costs would raise "some very serious questions of equity."

"Residents of Oakland are paying 75 percent of transit costs out of fares and property taxes, where in Concord they're paying 25 percent out of fares and municipal contributions.

"There are some very serious equity issues raised in this report which, in our judgement, have not been fully and adequately dealt with yet," Bingham stressed.

Referring to the proposed wage increase ceiling of 5.5 percent, Bingham argued the MTC recommendation is not in keeping with predictions of the State Legislative Analyst.

Legislative Analyst A. Alan Post is forecasting a 6.7 percent annual increase in the Consumer's Price Index.

"To expect that a man or woman's wages are not going to keep up with the change in the Consumer Price Index seems to us totally unrealistic," Bingham said.

Further, Bingham added, an implication that AC Transit suffers from five percent inefficiency is not accurate.

"AC Transit has been operating for years with the fat long ago burned out of it. A five percent increase in efficiency for AC Transit represents about $2,500,000 in the next fiscal year, or more than 100 people on our payroll.

"I think that for the State Legislature to be advised that AC Transit can achieve this is misleading. It's not factual."

Bingham also carried the board's opposition to relieving BART of an obligation to repay $39.1 million in Bay Bridge debts.

"If it's really the intent of this commission that BART should get the full half-cent retail sales tax and that funds from bridge tolls should go to Muni and AC Transit — then let's do it that way.

"Let's not excuse BART $39.1 million in Bay Bridge payments because, in a sense, you're just giving BART $39.1 million out of the bridge tolls," Bingham said.

The State Legislature is scheduled to receive the report for its consideration by Jan. 10, 1977.

Organized care keeps bu

The around-the-clock job of keeping 806 buses in shape to clock up 2,500,000 miles every month falls to the Maintenance Department, the second largest department in the District.

Guided by the philosophy that "an ounce of prevention is better than a pound of cure," approximately 185 buses are inspected weekly to assure maximum operating efficiency and passenger safety.

"Our whole operation is geared toward preventative maintenance," explains Anthony R. Lucchesi, who has overseen the Maintenance Department as manager of maintenance since 1967.

"We take our responsibility seriously to provide the riding public with a safe and clean bus," Lucchesi added.

Accomplishing such a task entails coordination of a large staff spread over four division sites within the 600 square mile service area of AC Transit.

Some 220 employees work in the Maintenance Department, with three shifts operating daily so that on-going care of the District coach fleet is administered 24 hours a day.

Highlight of the preventative maintenance program is the "color key" system of equipment replacement, which AC Transit has employed for many years.

Under the system, equipment parts are painted in colors which indicate the date of their scheduled replacement.

By a quick glance, a mechanic can tell whether a part needs changing. Purpose of such equipment replacement is to minimize unexpected breakdown which, to even a trained eye, may have appeared in good condition.

All maintenance of the coach fleet is done "in-house" by the Maintenance Department, with regular duties including body work, unit repairs, welding and upholstering as well as regular maintenance.

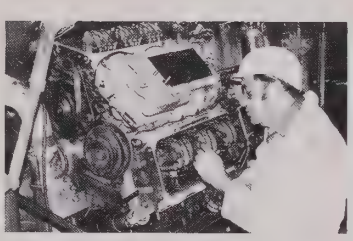
In addition to preventative inspection, each coach receives major safety checks every 1,000 miles it travels. Brakes are adjusted and checked for oil, fluid, air and coolant leaks.

Three division superintendents and 12 foremen make up the chain of command which Lucchesi orchestrates.

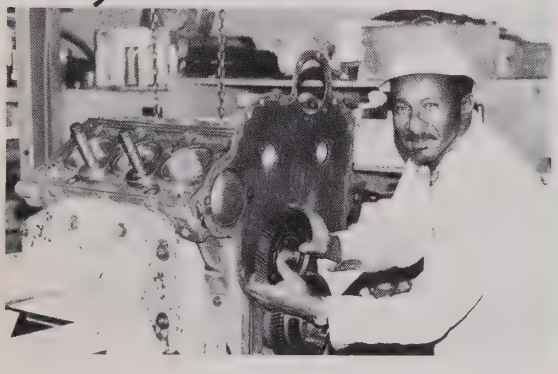
In addition, the manager of maintenance is aided by the department's number two man, Richard H. Bertz, who functions as assistant general superintendent.

Responsibilities of the Maintenance Department don't end with caring for

ses rolling



A day in Maintenance



OVERSEEING daily operations of the Maintenance Department is Anthony R. Lucchesi, seated in bottom picture at left, who has acted as manager of maintenance since 1967. Lucchesi's receives counsel of Richard Bertz, standing, serving as the department's number two man in the capacity of assistant general superintendent. In top picture left, bodyman James Pineda is seen making minor repairs to the frame of a District coach. In another branch of the department, upholsterers Eddie Takeuchi, left, and Danny Obray see to it that all bus seats return to service in fresh condition in center photograph. At top right, mechanic Johnnie Johnson gives a thorough "color key" check of District equipment while John Beuk, a fellow mechanic, overhauls an engine in bottom picture right.

the District coach fleet. Building maintenance, bus pole and shelter installation and upkeep remain the Maintenance Department's responsibility, too.

Overseeing this function is Carl Knutson, building maintenance foreman, who has held the position for 22 years. Working under Knutson's direction are 14 employees who attend the needs of District property.

In addition to "keeping the District going," the manager of maintenance also must coordinate his department's functions with those of other District departments.

"It's very important that we work closely with the Transportation and Purchasing and Stores departments, since we overlap so much," Lucchesi said.

Lucchesi points to good working morale within his department.

"Sometimes I'm tempted to take my office door off its hinges, but then I don't need to because they all know they can come in anytime," he explained.

"I never want to be known as someone who thinks of his people as numbers," Lucchesi said, who began his career with AC Transit's predecessor, Key System, in the depression year of 1933.

"I know what it's like to work under tough conditions and how much a word of praise can mean," said Lucchesi, who is often called by his first name around the maintenance shops.

"If any success is due the Maintenance Department, all the credit should be given to the employees who actually do the repairs and service the equipment," Lucchesi added.

Kurz assumes Treasurer-Controller post, Specialist in accounting management

Lawrence S. Kurz, certified public accountant with a long career in management and the revision and updating of accounting systems, has been named treasurer-controller of AC Transit.

Lawrence Kurz

Kurz, 57, has been controller, business manager and administrative manager at Heavenly Valley Ski Area, South Lake Tahoe, since 1972 where he was responsible for accounting and financial functions. He also directed the personnel department and community relations at the resort.

Previously, Kurz oversaw the revision of the accounting system and integrating it to a computer system at West Coast Life Insurance Company in San Francisco.

From 1951 to 1970, Kurz held executive positions with firms in Salinas, including Cochran Western Corp., Growers Ice and Development Co., Growers Vacuum Cool Co., Growers Container Corp. and Bruce Church, Inc., large grower-shipper of vegetables in California and Arizona.

Kurz graduated from the University of California at Berkeley in 1942 with a degree in business administration and accounting. He did graduate work at Stanford Business School and U.C.

Kurz was prominent in civic activities in Salinas, where among other positions, he was a member of the Salinas City Council.

Recently, he has been living with his family at Zephyr Cove, Nev., and is a member of the board of directors of Round Hill General Improvement District, second vice president; a member of the board of directors of Sierra Ski Areas Assn. and a member of the Rotary Club of South Lake Tahoe.

THE COVER — Santa Claus greets Richmond pre-schoolers during his 14th annual tour of East Bay cities on the AC Transit Holidays Coach. Above, Santa, otherwise known as Richmond Division Superintendent Nick Alevizos, is seen perched atop the bus while, at left, he alights to hear Christmas wishes of Lubec Beshanski, left, and Woodrow Williams, of Oakland.

October Financial Report

Passenger Trips	Oct. 1976	Oct. 1975	% Change
East Bay	4,074,863	3,931,373	3.6
Transbay	1,159,368	1,103,869	5.0
Fremont/Newark	91,063	74,060	23.0
Contract Services:			
BART	91,332	72,158	26.6
Concord	45,279	36,426	24.3
Pleasant Hill*	11,648	—	—
Moraga**	11,304	—	—
Total	5,484,857	5,217,886	5.1
Fare Revenue			
East Bay	$ 780,177	$ 748,401	4.2
Transbay	585,767	564,836	3.7
Fremont/Newark	16,854	14,165	19.0
Contract Services:			
BART	29,537	25,634	15.2
Concord	7,544	5,648	33.6
Pleasant Hill*	1,664	—	—
Moraga**	1,835	—	—
Total	$1,423,378	$1,358,684	4.8
Service Miles			
East Bay	1,436,731	1,472,198	-2.4
Transbay	792,334	837,884	-5.4
Fremont/Newark	89,455	82,338	-8.6
Contract Services:			
BART	133,893	162,139	-17.4
Concord	44,060	40,978	7.5
Pleasant Hill*	9,903	—	—
Moraga**	15,104	—	—
Total	2,521,480	2,595,537	(2.9)

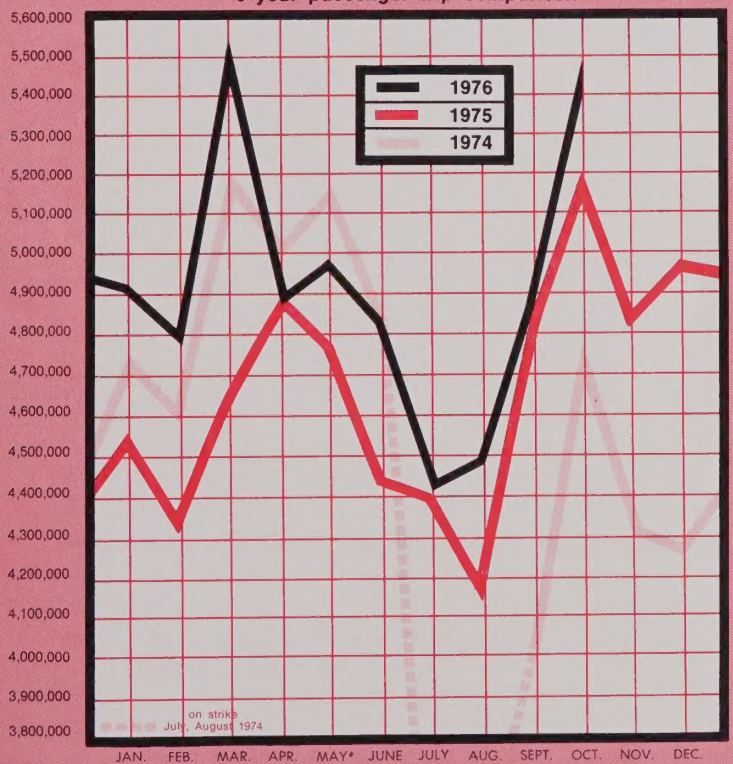
*Contract service in Pleasant Hill inaugurated Dec. 8, 1975
**Contract service in Moraga inaugurated Sept. 13, 1976

Total operating expense, including interest on bonded debt and principal on bonded debt, for October, 1976 was $4,370,814 while operating income was $1,698,124. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,421,180 and was sufficient to cover operating deficit and full bond debt requirements.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 5.84 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting November 24, the Board of Directors:

- Awarded contract for furnishing portable buildings to Modulaire Leasing Co., subject to compliance with specificiations, on motion of Director Nakadegawa.
- Adopted resolution authorizing the General Manager to file an application for operating assistance under the Urban Mass Transportation Act 1964, as amended, on motion of Director Bettencourt.
- Set January 12, 1977, 4 p.m., for public hearing on application for federal operating assistance, on motion of Director Bettencourt.
- Authorized General Manager to execute agreement between District and Eastern Contra Costa County Transit Authority for local bus service, on motion of Director Bettencourt. (See story, Pg. 2).
- Authorized elimination of loop on Ballard Dr. by Line 203-Glenmoor-Fremont and implementation of two additional Dial-A-Ride zones in Fremont/Newark, on motion of Director Berk. (See story, Pg. 2).
- Authorized creation of four new positions, on motion of Director Nakadegawa.

* * *

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LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

At the regular meeting December 7, the Board of Directors:

- Denied request by City of Pinole for withdrawal from the District of an annexed portion of Pinole, on motion of Director Bettencourt.
- Adopted resolution expressing District position on recommendations of Bay Area Transit Financing Steering Committee, on motion of Director Bettencourt. (See story, Pg. 3).

All divisions beat safe driving goal

All divisions beat the safe driving goal for the month of November, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District-wide average for November was 14,827.

Newark Division tallied 43,959 miles while Emeryville Division drivers scored 14,398 miles.

During November, Richmond Division achieved 14,241 miles and Seminary Division marked up 14,035.

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